

AUTOSPORT

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EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY

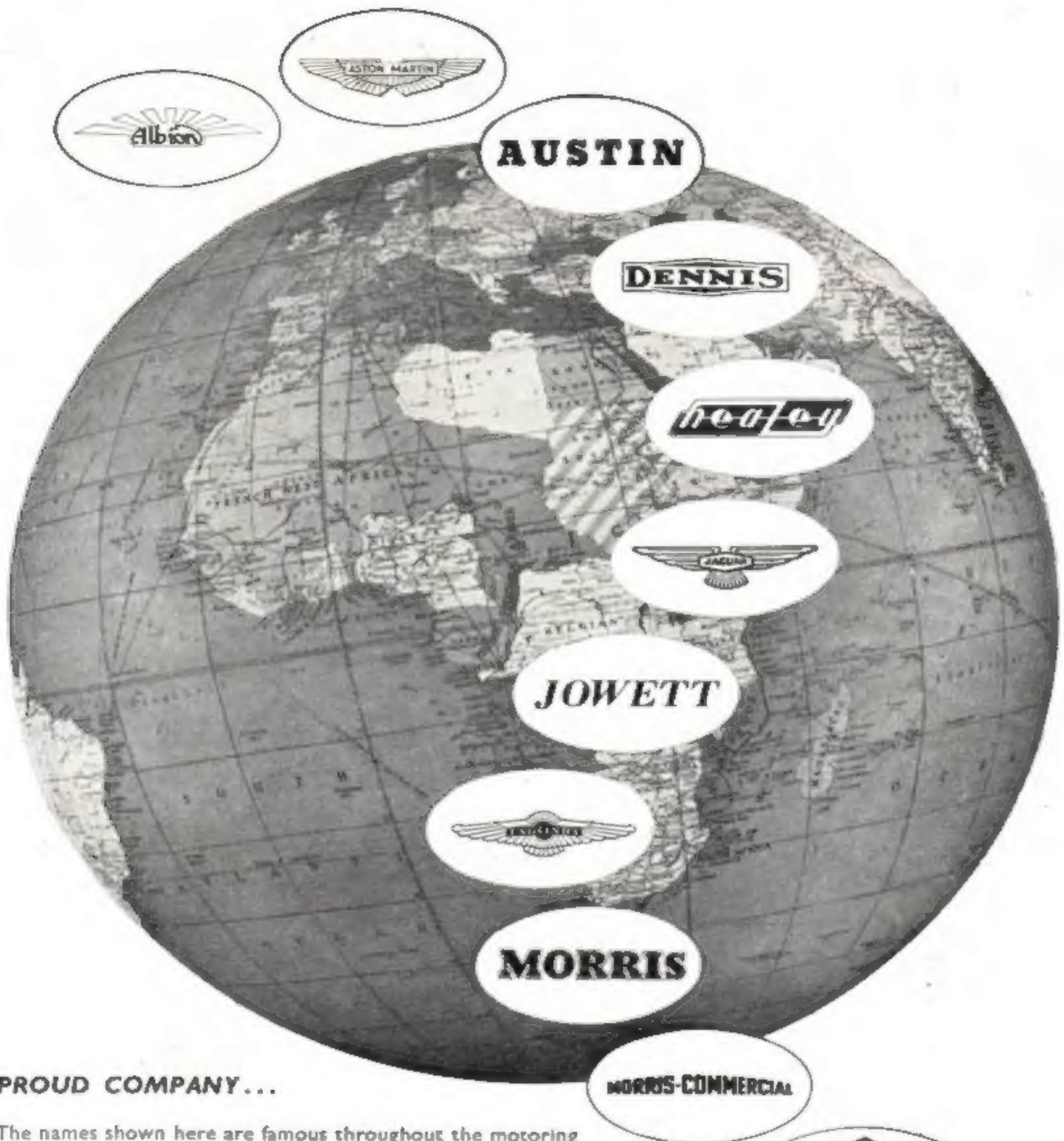


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THE ANNUAL VETERAN RUN HIGH
BRITISH MONTE CARLO RALLY ENTRIES

FRANCIS PENN • BARCLAY INGLIS • H. A. O'BRIEN • P. WILSON McCOMB • "AENEAS"



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 19

November 7, 1952

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NOTICES

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EDITORIAL

AT the R.A.C.'s annual conference of the clubs, last week, there was a certain amount of criticism, constructive and otherwise, on the composition of the present Competitions Committee of the R.A.C. A suggestion was put forward that this body should be reorganized altogether, and reconstructed on the lines of the Auto-Cycle Union, with either "centres" or "regional" representation. The suggestion came from a fairly recently organized one-make club, but the reasons for asking for such a change were not presented as well as they might have been, and consequently carried little weight with the meeting as a whole.

A suggestion that did meet with more or less general approval came from a well-established one-make club, the speaker being one of the country's most experienced organizers of club events. His scheme for the Competitions Committee envisaged a body which would be more representative of the smaller clubs, and he put forward the idea that the committee should be enlarged to include members qualified to represent the ordinary clubs and their members. This suggestion would appear to be a fairly simple one to adopt. After all, there are approximately 10,000 holders of competition licences in Great Britain, of which by far the largest percentage is made up of people who do not normally take an active part in the major types of event. Undoubtedly the Competitions Committee of the R.A.C. comprises gentlemen of considerable experience in a variety of motoring spheres, but the general belief is that the inclusion of members with actual experience of organizing purely club events would be advantageous both to the clubs themselves and to the R.A.C.

AUTOSPORT has nothing but praise for the work of the Competitions Department, and the Competitions Committee of the R.A.C., but feels that as the activities of the ordinary club members supply the solid background upon which motoring sport in this country is founded, the suggestion should be examined with a view to its acceptance.

AMERICA'S influential *Wall Street Journal* reports that sales of European sports-cars in U.S.A. totalled 24,000 during 1951, and that over 30,000 will have been sold in the 12-months period ending in December, 1952. These rising sales have impressed Detroit, and the same journal tells of new sporting cars shortly due to appear, including Buick "Skylark", Packard "Pan-American", Muntz "Jet", and the M.G.-powered Arnolt. Yes, indeed, U.S. manufacturers intend to "muscle in" on the specialized market, up till now satisfied by the products of the Old World.

OUR COVER PICTURE

VETERANS' DAY: Last Sunday 152 cars, all of them built before 1905, left Hyde Park for the annual 56½-mile journey to Brighton commemorating the famous Emancipation Run of 1896. Leaving the start are Major J. Gardner (1902 Wolseley, No. 62), J. G. Sears (1901 Mors, No. 48) and Major H. Fairhurst, M.C. (1902 Peugeot, No. 63).



AUTOSPORT, NOVEMBER 7, 1952

Mr. and Mrs. John Morgan cut a "Goodwood Circuit" Cake at a party given by Mrs. Lorna Snow (extreme left) to celebrate the wedding of the B.A.R.C. secretary. Also seen are famous golfer Max Faulkner, Stirling Moss and Mr. and Mrs. Godfrey Imhof.

THE Bristol Aeroplane Co., Ltd. (Car Division), gave a most successful cocktail party at Hyde Park Hotel, on 27th October. Guests were received by Mr. and Mrs. George White, and included the Duke of Richmond and Gordon, and Earl Howe.

THE MONTE CARLO RALLY

ENTRIES for the 23rd Monte Carlo Rally closed last week, and British acceptances total 117, including 16 reserves which were admitted by the International Sporting Club. Most popular make is Sunbeam-Talbot, the 30 entries including Stirling Moss, Mike Hawthorn, Wally Waring and Godfrey Imhof.

Fords have 14, Austin 12, Riley 10, Allard and Jaguar eight each and Jowett seven. Missing from the list are such names as Ken Wharton and Ian Appleyard. An interesting entry is Roy Clarkson's saloon Morgan, whilst Jack Newton is driving a British-built, 4CV Renault.

BRITISH ACCEPTANCES

Allard: (8) Sydney Allard; Mrs. Eleanor Allard; W. L. Butler; P. G. Walton; G. Wood; Ken Watkins; Frank Curtis; Miss B. Lashwood.
Austin: (1) Mrs. D. Stanley-Turner.
Austin: (12) J. C. Nairn; B. H. Lender; C. E. Piller; W. H. Osborn; J. D. Scott; T. G. Shanely; D. O'M. Taylor; W. T. Franklin; Mrs. L. E. Grounds; H. C. Hobson; G. McKerracher; J. A. McLaughlin.
Bentley: (1) W. M. Couper.
Bristol: (2) J. W. E. Banks; Alan Brown.
Ford: (14) C. F. Bartlett; Ron Faulkner; J. H. Goodhue; Cuth Harrison; N. W. Kestner; J. A. D. Lucas; David Murray (Amphib); Jack Rees; J. Risk; Percy White; T. H. Wisdom; G. Patrick; F. C. Merrill; H. G. Roberts.
Humber: (2) R. Gascoigne-Poss; A. Meredith-Owen.
Hillman: (2) M. B. Anderson; R. A. Dando; B. McCaddin.
Holden: (1) J. Crouch (Australia).
Humber: (2) M. Day; R. J. Adams.
Jaguar: (8) H. Sutcliffe; M. Wick; J. Glasgow; A. V. M. D. C. T. Bennett; B. E. Bradnock; L. J. Brincher; H. R. Harrop; E. J. R. LeStrange.
Jensen: (1) R. Sitch.
Jowett: (7) F. M. Baker; E. N. Brinkman; F. D. Dundas; A. R. Foster; Frank Grounds; C. A. Levens; L. Brooke.
Lanchester: (1) Cyril Corbishley.
Morgan: (1) Roy Clarkson (saloon).
Morris: (1) K. D. Frazer.
Renault: (1) Jack Newton.
Riley: (10) G. J. Fender; R. P. Lane; G. Howard-Snell; W. R. Sutherland; L. J. Mars; J. I. Bremner; T. W. Daret; L. O. Sims; Dr. J. T. Sparr; A. P. Warren.
Rover: (1) Miss H. N. Dunham.
Singer: (1) L. Bilbao.
Standard: (1) F. J. A. Vivian; Edgar Wadsworth; D. S. Dene; C. Holden; J. Stoddart.
Sunbeam-Talbot: (30) Mrs. I. P. Ashfield; J. Blamer; Peter Robson; T. B. D. Christie; C. Cooper; C. Edgar; E. R. Evans; A. B. Fraser; Norman Garrod; Peter Harper; G. R. Hartwell; Mike Hawthorn; R. S. Henson; A. G. Imhof; L. Johnson; J. H. Kemsley; Ray Merrick; Stirling Moss; B. D. McGuire; Mrs. A. Needham; C. B. Offey; D. H. Perrins; A. Pownall; E. W. Quero; J. R. Skeggs; E. S. Sneath; Miss Van Damm; W. H. Waring; F. C. Grant.
Triumph: (1) J. Ashworth.
Vauxhall: (3) A. Lincker; H. J. Pocock; G. Turbull.
Wolseley: (1) Dr. A. D. Mitchell.

PIT AND PADDOCK

PETER CLARK and Mike Keen have been awarded the Aston Martin O.C.'s Members' Trophy for 1952 as a tribute to their performance at Le Mans.

BORGWARD have introduced a new, high-performance, 2.4-litre saloon with o.h.v. six-cylinder engine and De Dion rear axle. Maximum speed is given as 95 m.p.h.

FOR the nine months just ended, Switzerland imported 11,374 German, 5,021 British, 4,257 American, 3,631 French and 2,456 Italian cars.

THE "Monkey Stable" will race next year with entirely new, 1.4-litre sports-cars built by a 500 c.c. racing-car manufacturer. Team will comprise Jim Mayers, Pat Griffith and Mike Keen.

BERTIE BRADNACK, Don Truman and Cecil Heath will team up in the first-named's Mark VII Jaguar for the "Monte".

THE proprietors of AUTOSPORT wish to offer their sincere thanks to those hard-working ladies and gentlemen who gave their services voluntarily to assist the staff on Stand 61 at Earls Court. Special mention must be made of Sir James Scott-Douglas, Barclay and Margaret Inglis, Peter Jackson, and Charles and Hilary Meisl. Also, grateful thanks are due to the many well-known racing drivers who so generously indulged in a spate of auto-graphing.

"GATSO" TO WRITE FOR "AUTOSPORT"

MAURICE GATSONIDES, technical expert, International rally star, racing driver and journalist, is to write for AUTOSPORT. "Gatso" will



Maurice Gatsonides

contribute articles of technical and general interest mainly dealing with Continental affairs. His first articles will comprise hints based on his own experiences in rallies. "Gatso" is at present in this country preparing the Ford team for the Monte Carlo Rally.

BURNHOPE AND D.M.C.'s All Night Rally results sheet contains the interesting information that First Class Plagues and Second Class Plagues were awarded—the Bubonic Trophies?

THE new Formula 1 for 1954 onwards is confirmed as being for unsupercharged cars up to 2,500 c.c., and supercharged cars up to 750 c.c., providing at least three manufacturers build cars to the ruling. Judging from all the reports and rumours this stipulation should easily be satisfied, by this country alone.

SPORTS-NEWS

ALFA ROMEO "SPEED FESTIVAL" AT MONZA

ITALIAN "men of letters and of the arts", and Italy's motor-cycle and cycle champions had a day out at Monza autodrome on Sunday, 26th October, when Alfa Romeo flung a novel "speed party", featuring their new "Disco Volante" ("Flying Saucer") models in 2- and 3-litre forms; the larger capacity model, with 6-cylinder engine, exceeded 155 m.p.h. during a demonstration run by Consalvo Sanesi.

The Type 159 Formula 1 Alfa Romeo was brought out of retirement, and was driven for several laps by Sanesi. Juan Fangio, Farina and others drove the guests round in competition versions of the "1900 Alfa". Amongst those present were Villoresi, Ascari, Cortese, Tadini and Guidotti, motor-cyclists Nello Pagani, Enrico Lorenzetti and Alfredo Milani, and cyclist Fausto Coppi. In 1953, the "Disco Volante" will compete at Le Mans, in the Mille Miglia and in the Belgian 24 Hours Race, it was announced by an Alfa Romeo official, while the Type 159 G.P. car may be raced again next year, when occasion arises.

B.R.M. AND RUBERY, OWEN

As is now known, the assets of A.B.R.M. Ltd. have been purchased by Rubery, Owen & Co., Ltd. This concern do not intend to enter the field of motor car manufacturers, nor do they intend to race motor cars themselves, but they may design and develop a new



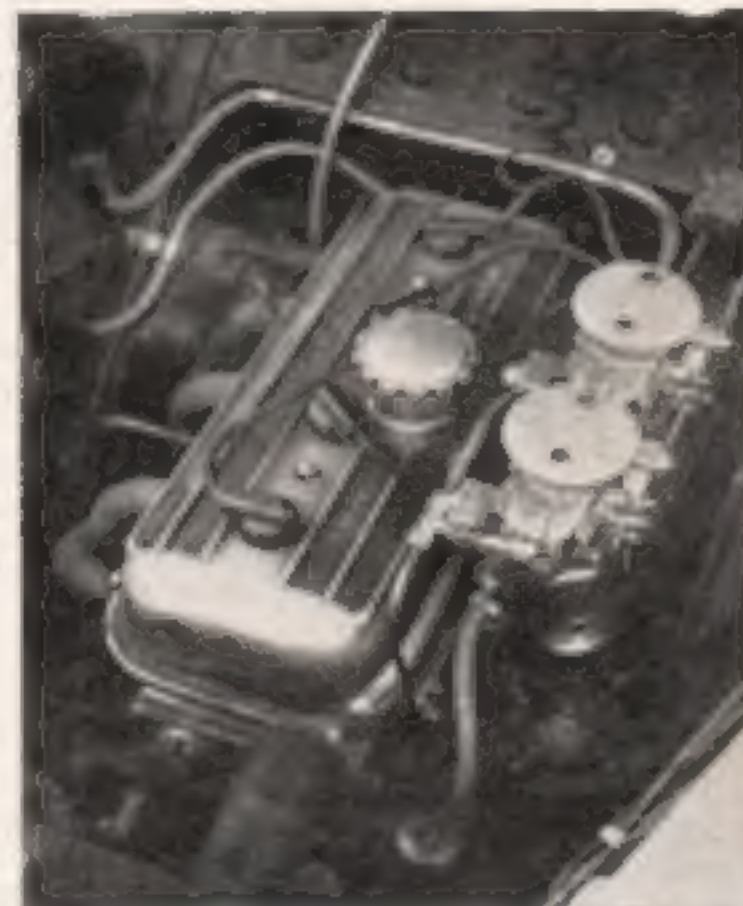
NEW FROM FRANCE: Racing driver Eugene Martin has produced this new 100 m.p.h. coupé largely from standard Peugeot 203 components; it sells at 1,400,000 francs. An open competition version is planned for rallies and for Le Mans.

(Right) The 1½-litre unit with twin carburettors and ribbed rocker cover.

engine to comply with the next Formula 1 for International Grand Prix motor racing.

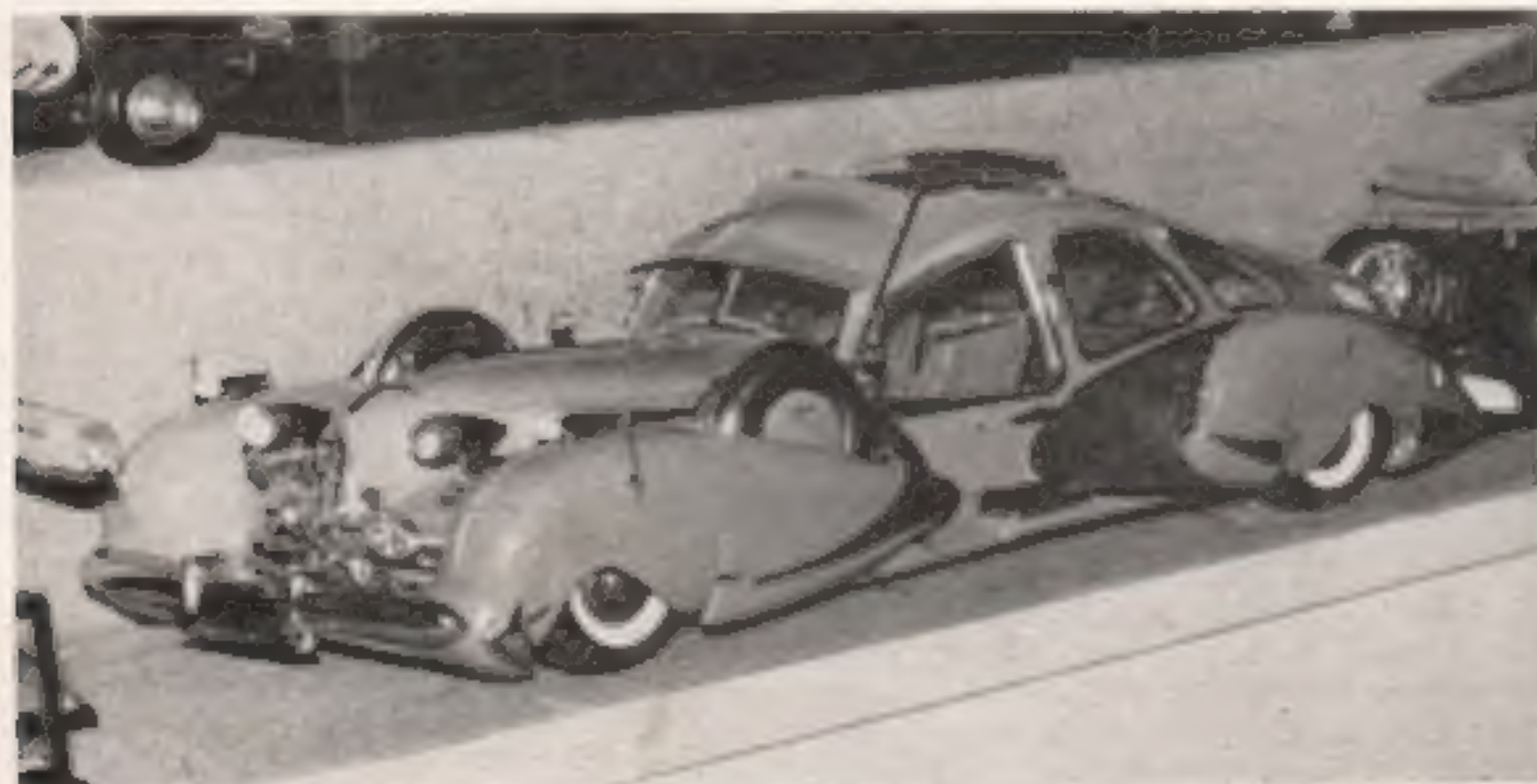
B.R.M. directors Raymond Mays and Peter Berthon will be associated with Rubery, Owen & Co., Ltd., in this new venture.

Mr. A. G. B. Owen, Chairman of Rubery, Owen & Co., Ltd., and formerly Chairman of B.R.M. Ltd., states that the B.R.M. Trust did, in fact, carry out the objective set before it. Grand Prix cars to the existing formula were produced and,



despite great and sometimes unforeseen difficulties, were proved successful this year in some races—notably at Goodwood in the International Meeting when they finished first, second and third.

The project came to an untimely end owing to the present Formula having, in effect, terminated two years before its term was run. Rubery, Owen & Co., Ltd., have, in their purchase of the assets of B.R.M. Ltd., the prime objective of furthering the prestige of British goods abroad.



CAN IT BE TRUE?: Scale model saloon car, seen at the recent "Model Engineer" exhibition, finished, where the innumerable embellishments permit, in two vivid shades of green.

ROSIER'S CHAMPIONSHIP HAT-TRICK-PLUS ONE

FOR his performance this year in Ferrari Formula 1 and 2 cars, Louis Rosier of Clermont Ferrand becomes Champion Driver of France for the fourth consecutive year. Besides winning the Albi G.P. with a 4½-litre Ferrari and the Circuit of Cadours with the F2 car, he gained many places, notably second at Pau, third at Montlhéry in the

★
**BORGWARD
RECORDS:**
(Right) Hartmann
yields the driver's
seat to Brudes
during the recent
attempt on 1,500
c.c. records at
Montlhéry.



(Left) Pressure re-fuelling gear of the Borgward team. Much trouble was experienced with tyre treads throwing, but five new records were secured.

G.P. de Paris and at La Baule, and fifth at Rheims. The Championship was decided on a points system similar to that for the World Championship, Rosier's total being 24. Second in the Championship is Jean Behra, the Gordini driver, who won the Rheims G.P. He gained 22 points.

B.A.R.C. CAR BADGES

IT has come to notice that cars are being sold in the second-hand market still carrying the B.A.R.C. badge. It should be noted that these badges are the property of the British Automobile Racing Club, and should be returned to them at 55 Park Lane, London, W.1.

The co-operation of garages would be of great assistance to the B.A.R.C. in this matter, who will, of course, pay postage, plus a small allowance for the badge.

INTERNATIONAL RALLY CHAMPIONSHIP

NEXT year the newly inaugurated European Touring Championship of Drivers, for Rally-type events, will include the R.A.C. Rally of Great Britain.

RECORDS FOR BORGWARD

THE German drivers A. Brudes and H. Hartmann drove a streamlined 1,500 c.c. Borgward at Montlhéry on Tuesday, 21st October, to set up new records in International Class F as follows:—

| | |
|--------------------------------------|--------------|
| 50 km. in 13 mins. 59.6 secs. | 132.7 m.p.h. |
| 50 miles in 22 mins. 29.45 secs. | 133.2 m.p.h. |
| 100 km. in 27 mins. 53.4 secs. | 133.4 m.p.h. |
| 200 miles in 1 hr. 34 mins. 53 secs. | 126.5 m.p.h. |
| 300 km. in 2 hrs. 35 mins. 6.9 secs. | 119.7 m.p.h. |

BRITAIN THE FIRST OFFICIAL TURBINE RECORD HOLDER

AT their October meeting in Paris the F.I.A. decided to establish classes for gas turbine-engined cars, and to recognize the figures set up in Belgium by the Rover "Turbocar" last June as the first official performance in the category. The Rover's mean speed over the flying kilometre was 151.965 m.p.h.

EUROPEAN TEAMS FOR B.A.

WORKS Ferraris, to be driven by Ascari, Villoresi and Farina, are entered for the Argentine G.P. at Buenos Aires on 18th January. Manzon, Trintignant and Behra

(Gordinis) and Fangio, Gonzalez and Bonetto (Maseratis) are other notable entries. Rosier, Etancelin and Claes may also run, while South American drivers may drive examples of Ferrari, Osca, Maserati and Gordini, for which cars the A.C. of Argentina are negotiating. The race is the first to count for the 1953 World Championship.

THE CHELTENHAM FUEL ECONOMY RALLY

WE have been asked by Mr. Gordon Wilkins, who is employed by a contemporary motoring journal, to publish the statement below with reference to a letter which appeared in our correspondence columns from a fellow competitor in the News Chronicle Fuel Economy Rally, organized by the Cheltenham M.C. As readers may recall, Mr. Wilkins won this event by averaging 67.868 m.p.g. for 800 miles with a Jowett Javelin saloon.

STATEMENT

OUR attention has been drawn to a letter which was published in the issue of AUTOSPORT dated 8th August, 1952, and which dealt with certain aspects of the Cheltenham Fuel Economy Test held on Friday and Saturday, the 25th and 26th July, 1952. In the course of this letter there appeared certain statements relating to the car driven by Mr. Gordon Wilkins in this Test.

In fact, it was ruled by the Stewards of the Meeting, after a careful consideration of all the relevant facts, that there were no modifications whatever carried out to Mr. Gordon Wilkins's car which were not strictly in accordance with the regulations for this particular Test and we are satisfied that the general inference which was drawn from the statements in this letter was unjustified. In the circumstances, therefore, we regret that this letter was published and we would like to take this opportunity of expressing our sincere apologies to Mr. Gordon Wilkins for any annoyance or loss which he may have suffered as a result of its publication.

Mr. Eric Giles, the Duke of Richmond and Gordon, Capt. Samuelson and Earl Howe discuss matters of import during a recess.

THIS year's Conference of Motor Clubs took place in the R.A.C. meeting room at Pall Mall, on Friday, 31st October, with a record attendance of over 130 delegates from the 205 recognized Clubs. Mr. Wilfrid Andrews, Chairman of the Royal Automobile Club, began by paying a tribute to John Cobb, and the meeting stood in silence as a signal of respect. In explaining that the morning's memorial service had led to the cancellation of that session of the Conference, Mr. Andrews hoped that full use would be made of the opportunity offered by the wide representation of Clubs present, including delegates from Scotland, from Northern Ireland and even from the Singapore Motor Club. 1952 had been a record year for fixtures, and more competition licences than ever before had been issued. After expressing the



R.A.C. MEETS THE CLUBS

Assorted Topics at the Club Conference— Competitions Committee Under Fire

R.A.C.'s appreciation of the co-operation they had received from the Clubs, he pointed out that the thorny problems of retreaded tyres and of medical certificates had been thoroughly gone into since the last Conference, and he trusted that they had been satisfactorily settled. He reported that the Paris meeting of the F.I.A. had taken place in October, adding that the International Calendar was so very congested that the R.A.C. had asked that its growth should be kept under control. Mr. Andrews concluded by thanking the Competitions Committee for all their hard work.

Earl Howe then took over the chairmanship of the Conference, and explained that no agenda had been prepared because each delegate was at liberty to raise any point he wished. Such points were all brought up at the Committee's next sitting. He said that many new Clubs were represented at the Conference, and then introduced the individual members of the Competitions Committee. He asked that those who had telephoned or written to the R.A.C. and had received what they may have regarded as unsatisfactory replies should understand that the R.A.C. tried to handle Competitions work as economically as possible and with the minimum of staff. (He quoted the net annual loss as about £2,000, which was looked upon as the R.A.C.'s contribution to motor sport.) He suggested that the Conference should first discuss any matters affecting racing and speed events, and thereafter turn to trials and rallies.

Colonel F. Stanley Barnes then read the Report on the year's working of the Competitions Department. He spoke of the European Touring Championship newly instituted by the F.I.A., and mentioned that the next R.A.C. Rally would be one of the qualifying events. The National Calendar for 1952 had been a record with 660 events; recognized Clubs now totalled 205, and licensed competitors about 9,500. He said that Clubs had been asked to submit their draft Regulations for approval at least a month before an event was due to take place, but had not always done so. In view

of the great volume of this work, he again requested that Clubs should observe this timetable, and referred to the fact that the compilation of basic or standard regulations was under consideration. The Motor Sport Bulletin had been distributed, and the Department hoped to issue these more frequently in future, the limiting factor being the cost in view of a circulation of 12,000. Col. Barnes then itemized the events organized by the R.A.C. during 1952—the Second International Rally of Great Britain; the Fifth British Grand Prix, run by the B.R.D.C. and counting towards the World Championship; the British Hill-Climb Championship; again won by Ken Wharton; the R.A.C. Trials Championship, which next year might possibly be held in Yorkshire; and the Veteran Car Run, to be held on Sunday, 2nd November, with a record entry of 163 cars; the T.T. Race, regrettably, had been cancelled for lack of support, particularly foreign support. Finally, he stated that a representative from the R.A.C. had attended every major foreign classic event.

The first to speak when Lord Howe asked for comments on racing and speed events was Peter Clark, on behalf of the British Racing Drivers' Club. He had seven points to raise—a request that an immediate reply be given, where possible, to each speaker; a recommendation that the Commission Sportive should make it impossible for drivers to compete on consecutive days in races great distances apart; a request that the R.A.C. should send a directive to organizers pointing out that drivers' contracts should be respected once made, reports of sharp practice in this matter, especially abroad, having been received; a plea that amendments to the Sporting Calendar should be promulgated at once, as there have been cases of promoters' lacking up-to-date information; the suggestion that an identity disc marked with the driver's blood group might replace the present form of medical certificate, the R.A.C. endorsing the medical details on the competitor's licence when issued, thus enabling this to be seen by the scrutineers

and facilitating its collection or transmission through the post; a request that the R.A.C. should report on experience to date with the use of log books for Formula 3 cars, with particular reference to the possibility of extending the system to other types of car; and a recommendation that the determination of grid positions by the drawing of lots should be stopped.

Earl Howe undertook that an immediate reply would be given to questions, and asked if there were any more on the same subjects. Brymer (West Cornwall M.C.) pointed out that some competitors do not intend to enter for speed events, and so do not require blood group details, and Woodhouse (Sunbair) added that an identity disc system provided quicker reference than the licence method, should a crash occur. Birkett, representing both the Hants and Berks M.C. and the 750 M.C., stated that a knowledge of blood groups was not important, since first-aid treatment usually employs plasma, which is universal; and a hospital transfusion was preceded by an agglutination test. At the many meetings which he had attended, no such transfusion had been required, but some competitors who lacked blood group details had not been allowed to race. The risk in Club racing was slight, and, in any case, was that of the competitor alone. The amount spent on blood group tests by competitors in 1952 must amount to some £2,000, and he asked whether these details might not be optional on medical certificates. Finally, he thanked the R.A.C. for the help they had given to the Clubs he represented. Forrest (R.S.A.C.) said that their Glasgow meeting had suggested a draft certificate, to be approved by the British Medical Association, as a guide to the local doctor.

Replying, Lord Howe said that the question of Medical Certificates had been raised by the R.A.C. at the F.I.A. meeting. After January, 1953, drivers in major events will undergo an examination by a doctor provided by the organizing country. On the subject of blood groups, he quoted the case of motor-cycle ace, Artie Bell, who was still disabled after a transfusion of the wrong blood group after an accident abroad. He agreed that contracts must be adhered to, as also the Sporting Code. Formula 3 log books had worked very well and were being adopted abroad. He did not think that anyone did ballot for grid positions, but heartily agreed that these should be based on practice times. Colonel Barnes said that



John Upton (R.A.C.) Peter Clark (A.M.O.C.) and Gordon Neill (U.A.C.).



Ted Spence, Jim Appleton and Jim Brymer.

R.A.C. meets the Clubs—continued

this matter would be studied at the Spring meeting of the C.S.I. Travelling from event to event had been discussed in Paris, and a warning made from the Chair to all drivers that an interval must elapse between driving in events long distances apart. Regarding medical certificates, he said that the R.A.C. had tried to get the B.M.A. to do as suggested, but without effect. He added that the system of individual medical examination on the day preceding international events next year would also have its effect on the "travelling gentlemen". The R.A.C. was busy on the question of a simplified form of certificate for home use, and another for use when, at international events, the driver comes before the doctor.

Gregory (Half Litre Club) suggested the compilation of a complete register of Formula 3 cars so that numbers could be allocated for use over a year, thus saving the scrutineers' time; when Colonel Barnes described this as a practical suggestion, but, perhaps, apt to create difficulty for promoters in sorting out car numbers for programmes in mixed events, the Half Litre Club volunteered to take on the work. D. G. Flather, from the Committee's side of the table, also considered it a good idea, but thought the numbers might be difficult for the timekeepers to recognize on some of the odd-shaped cars. D. J. Scannell (Committee) thought it might be difficult to distinguish the resultant three-figure numbers. This year's partial use of the scheme at Brands Hatch was mentioned, although there the numbers had not. General Loughborough (Committee) pointed out, exceeded two figures. He thought that it would be difficult from the timekeepers' angle, but Horne (Newcastle & Dist. M.C.) said that it had proved entirely satisfactory with motor-cycles in the North East.

On behalf of the official Scrutineers, P. J. Calvert stated that the Formula 3 log books had worked well, but should have stiff covers with the owner's name outside. He thought that the scheme might be extended to other types of car, but cautioned that the scrutineer did not know the fate of the previous book when asked to issue a new one, and that this should be checked. He asked that the R.A.C. should lay down the minimum number of scrutineers required at a meeting, on the basis of one man requiring an average of approximately eight minutes to scrutineer a car; the task became impossible if there were insufficient scrutineers to allow this length of time per car. He said

that medical certificates were for medical men to inspect, and that scrutineers should not be expected to have any responsibility for them. Referring to the new regulations on retreaded tyres, he hoped that lists of the authorized manufacturers and their marks would be issued to scrutineers, and expressed doubt as to how scrutineers were to determine whether a car was likely to exceed 100 m.p.h. He asked that the R.A.C. should keep their officials informed of changes in the regulations, instancing that it was not until after four months that it was realized that crash hats need not be worn by drivers racing saloon cars. He then spoke of the rules governing wings on sports cars, stating that 50 per cent, or more of the average entry would be failed if the rules as laid down were fully enforced. He referred to a paragraph in a motoring journal in which the scrutineer (not himself) had been criticized for turning down a car for reasons stated to be concerned with a flexible steering joint; this, he said, was a direct attack on the scrutineer, and such statements should be dealt with by the R.A.C. promptly—he had complained of this report, but no action had resulted. Lastly, he deplored the fact that some top-rank drivers consistently declined to produce competition licences when asked, knowing that they would, in any case, be permitted to race. Dealing with this last point, Lord Howe said that no favouritism was or could be shown, and that the R.A.C. will fine drivers who persist in this practice.

Forrest (R.S.A.C.) suggested that numbers on yellow discs would be clearer, but Col. Barnes thought this question a domestic matter for the scrutineers and timekeepers, and that the question of Formula 3 log books was one for the scrutineers alone. He agreed that the suggested improvements were desirable, and that scrutineers should not be drawn into medical matters. The amendment of the rule about crash hats in saloon cars was discussed at Rheims in May, but was not ratified until the Paris meeting in October, and the question of circulating information on a change of rule had not therefore arisen—the amendment having in fact been anticipated in some quarters. The regulation governing wings was part of Appendix C to the G.C.Rs., and as such affected International sports car races only—i.e., the Production Car events at Silverstone; the R.A.C. was not to be blamed if organizers of other events chose to apply Appendix C in their Regulations.

Mercer (Chichester M.C.) spoke of his marshalling experience at Goodwood, suggesting that marshals should have some sort of basic training. Carson (V.S.C.C.), harking back to medical certificates, said that most of the licences issued were to members who did not need medical certificates, as they intended to compete only in rallies and trials. To this Col. Barnes replied that the rule was Continental, and there—especially in France and Italy—they do not indulge in as many local events for the sake of the sport alone.

Scott (Newcastle & District M.C.) asked if car events could not be included with motor-cycle events, and the public admitted, where the arrangements had been approved by the A.C.U. Col. Barnes said that the R.A.C. would normally permit this, but Lord Howe added that it was not wholly automatic, as, for example, in the case of the Isle of Man, where the motor-cycle circuit had been found unsuitable for cars.

Dr. Rexford-Welch (Lagonda Club) said that he had officiated as a doctor at many meetings and asked whether medical certificates, whatever form they might take, could be typewritten, since his colleagues' handwriting often left much to be desired. In reply to a question, the same speaker stated that the system of blood grouping was international, adding that a jar of plasma would suffice with safety for normal first-aid requirements, and that whole blood, unless correctly matched, could spell death instead of life for the patient.

Lord Howe said that there were some extremely good marshals, but some seemed to think they were there merely to have a front seat view. He stressed the need for flag marshals to keep their flags in hand, as split seconds count, and hoped that promoters would ensure that only responsible officials would be chosen.

Trials and Rallies

The Conference turned to a discussion on Trials and Rallies, the first speaker being Birkett, who drew attention to the fallacy inherent in the 40 m.p.h. secret checks. These had the effect of holding competitors back on straight main road sections, where they might safely build up some time in hand, and so forcing them to motor faster than the circumstances might justify on minor roads and lanes. Duckworth (Lancashire & Cheshire C.C.) reported difficulties in obtaining timekeepers for his Club's Morcambe Rally, when they were obliged to bring these officials from a

considerable distance at much expense. He thought there was a case for having a second grade of timekeeper for rallies, sprints, etc., and suggested that many Club officials could competently undertake this work if they could have some minor training. In the North there was also a shortage of scrutineers for rallies and trials, and he asked whether the log book system could be applied to trials cars. A representative of the Singer Owners' Club complained that the same number of representatives attended the Conference on behalf of large or small Clubs, but where a Club had centres (e.g., the M.G.C.C.) each centre was represented, while a single large Club had only one delegate.

Dealing with these points, Lord Howe deprecated driving in rallies as if in a race. The Liège-Rome-Liège was a race in all but name and would not be allowed in this country: the C.S.I. had now stipulated that competitors in this should have 18 to 20 hours' rest in Rome before starting back. Adherence to the time schedule must be enforced. He said that the Scrutineers' Panel would take note of the remarks re timekeepers, and thought it might be unwieldy to apply a system of log books where a competitor competes only occasionally. He wished that more delegates could be accommodated, but space did not permit.

Ashton (Blackpool & Fylde M.C.) thought that an overall maximum speed should be enforced in rallies, and Roberts (Bridgnorth & Dist. M.C.), referring to the recent fatal accident in his locality, considered that 30 m.p.h. was too fast a set average.

The Committee Criticized

Ince (Singer Owners' Club) criticized the Competitions Committee and declared that he had sent a proposition to the R.A.C., calling for an organization similar to the A.C.U., where representatives from Clubs meet on a sub-committee to the Competitions Committee. His Club had written to 150 recognized Clubs. Of these 39, with an aggregate membership of over 8,000, agreed with their proposition, and seven, representing some 2,000 members, expressed disagreement. He considered that his Club had a mandate to put the proposition to the Conference, and he proceeded to read it. This ran: "We feel that the present organization of the R.A.C. Competitions Committee does not provide a sufficiently representative body to deal with the normal competitive activities of the non-specialized car club, and we propose therefore that Regional Representatives should sit on the present R.A.C. Competitions Committee in order that adequate expression of Clubs' views may be given." Requested by Lord Howe to point out how the Committee had failed, Ince replied that he did not say it had failed, but that a more representative viewpoint was required, with a set-up like the A.C.U. for instance. Lord Howe answered that there were disadvantages with the A.C.U. system, and that the existing members of the Committee did, in fact, represent the views of various Clubs of different types. The S.O.C. delegate retorted that they represented larger concerns. (No one mentioned that Major R. Pough, of the Committee, was Secretary of the Singer Owners' Club up to the outbreak of war, or that no member of the Competitions Committee directly represented any individual Club as such.)

Sedgwick (Bentley Drivers' Club) then rose and asked if he might read a written statement prepared on receipt of the Singer Owners' circular. He went part of the way with the previous speaker, but felt that the

suggested procedure did not take into account the practical and financial difficulties which would ensue. He was satisfied that all the Committee's decisions had been made after much thought with the best interests of the sport as the sole consideration, and a mere glance at a list of the members of the Committee revealed the volume of experience and ability brought to bear on these matters. He was informed, he continued, that some 10,000 Competition Licences had been issued this year by the R.A.C.; it seemed reasonable to estimate that not more than a few hundred of these licence-holders competed in International or National competitions, leaving over 9,000 mainly interested in Closed and Closed Invitation Club events. He suggested that only good could come from an arrangement whereby the Committee should include men in constant touch with and actively engaged in organizing Club competitions. He did not propose any change in the present Committee, which boasted members of unequalled experience in organizing, competing in and officiating at major events; but he thought that it would be possible to find up to half a dozen men of known experience and ability in the field of Club competitions who could contribute a valuable point of view as members of the Committee. He therefore moved an amendment: "That the Competitions Committee should consider the advisability of strengthening their body by the inclusion of additional men experienced in the organization of Club competitions as we know them," i.e., below the International or National level.

Discussion ensued, in which references were made to the Association of Northern Car Clubs, and to the Association of Midland M.Cs. Duckworth (Lancs. & Ches. C.C.) was amongst those who recommended the formation of one or more similar Associations in the South, and he then turned to the question of chassis length in trials, expressing dissatisfaction with the present rules concerning cubic capacity and weight. He thought that any rules should be announced as standing for two years to spare the car builder from having to change continually. Finemore (Midland Association) advocated the development of regional associations. D. J. Scannell (Committee) explained that the Competitions Committee members had no axe to grind, but considered the problems before it as individuals; he did not act on the Committee as a representative of the B.R.D.C. type of competitor. He thought that the British Trials Drivers' Association stood for the majority of competitors, and suggested

including more representatives of that body. Inglis (Eight Clubs) supported Sedgwick's amendment, stating that a heavy volume of correspondence with Club officials revealed an interest in the representation of the ordinary Club's viewpoint on the Competitions Committee. This implied no criticism of the existing Committee, but the addition of one or two mouthpieces of the ordinary Club's opinions and problems would perhaps strengthen it. Some Clubs thought that they should be consulted before regulations affecting them were promulgated, but this might well be impracticable with over 200 recognized Clubs, and Sedgwick's amendment would achieve the same result more easily. Woodhouse (Sunbuc) eased the tension—the tea interval was overdue—by calling upon heaven to forbid decentralization, and suggesting that the Committee had only to look at itself to realize that it was rather on the "Grand Prix" level—not a personally-directed remark, but he considered that the "typical" Club member ought to be represented on the Committee.

After a reference by Dewey (Southsea Motor Club) to the abortive Southern Association with which he was associated until illness intervened, Birkett said that the Hants and Berks M.C. had considered the Singer circular, which they regarded as on the "autocracy-v-democracy" theme. He thought that an efficient and benevolent autocracy was always preferable to an untried democracy, and endorsed Sedgwick's and Inglis's remarks. D. G. Flather (Committee) thought that, if they did have two or three representatives from the Clubs, it still would not represent everybody. Decentralization would mean more expense; were members and their Clubs prepared to meet that? He appealed to the Clubs to maintain a balanced view of the matter. The Singer Owner's Club asked if, were a Southern Association set up, the Committee would accept a delegate from it along with one from each of the Midlands and Northern Associations.

Lord Howe pointed out that the present Committee did not stint itself in its voluntary duties, and that, rather than destroy the existing organization for an untried new one, it would surely be better to try and improve the old. The Northern Association had been of the greatest use, but if the A.C.U. method were tried it might prove more of a nuisance than if it had never been tried. Ince (S.O.C.) raised a point of order, and repeated his earlier proposition. Forrest reminded the Conference, should Regional Associations be

(Continued on page 610)

R. R. C. Palmer and S. Fitzwater were amongst the many club representatives present at the Pall Mall conference.



GOOD LOOKER: (The car, not John Bolster!) The light alloy body, of perfect aerodynamic form, endows the D.B.-Panhard with a remarkable performance for a 750 c.c. car based on a normal production chassis.

THE little Dyna-Panhard has had an unbroken series of competition successes ever since its introduction soon after the war. Astounding as has been the speed developed by normal versions, however, the D.B.-Panhards, products of Deutsch and Bonnet, have gone even faster. To some of us, the performance of these little machines has seemed almost beyond belief, and so I was instructed to find out what made them tick. As René Bonnet not only builds them, but drives them to victory as well, I concluded that he must know all the answers; so I sought him out at the Paris Salon, and made a date to investigate these mysteries with him.

Surprisingly, the engine, transmission and chassis are practically



The engine is an air-cooled flat-twin, with a bore and stroke of 79.5 mm. x 75 mm. (745 c.c.). The inclined valves are opened by push-rods and rockers, and closed by torsion bars. Roller bearings are used in the big ends, and there is a deep, ribbed sump for the oil. In unsupercharged form, it develops

transmission aggregate is mounted right on the front of the chassis, and drives the wheels through universally jointed shafts. The unit projects about as far forward as the tyre treads, or a little farther if one includes such things as exhaust branches. A pair of hydraulically damped transverse springs provide

JOHN BOLSTER TESTS THE SUPERCHARGED D.B.-PANHARD

standard. This is done deliberately, so that the D.B. shall be eligible for the rallies and races which demand a production specification. As 40,000 similar chassis have been produced, it is somewhat easy to prove this point!

It is the coachwork which is so special, and which endows the car with its character. There is an all-enveloping open model, but the coupé is better known. This is a really beautiful little car, and it would be difficult to imagine more perfect lines. The bonnet slopes down from the screen to a plain cooling slot across the front at about hub level. The lamps are joined into the mud-guard panels, which also form the sides of the vehicle, and the steeply raked vee screen, blends well with the curved roof section. There is a generously sized rear window in the neat tail, in fact the all-round visibility is almost up to open car standards. The construction is in light alloy throughout, and there is much neat riveting. A thin layer of sound-proofing material is sprayed on the inside of the panels, to prevent drumming.

about 38 b.h.p., but with forced induction, 55 b.h.p. is available at 5,000 r.p.m. Actually, with a higher boost, necessitating alcohol fuel, 70 b.h.p. has been obtained for record breaking. In average use, the blower increases the fuel consumption by 20 per cent. or so, but longer engine life and greater reliability are given, because the power peak is shifted from 5,700 to 5,000 r.p.m. A better torque curve also removes the necessity for continuous gear changing.

A Roots-type supercharger, surmounted by a down-draught Solex carburetter, is installed above, and to the rear of, the power unit. The induction system slopes down to ports at the back of the heads, and as the firing impulses are evenly spaced, there are no distribution problems. A long forward extension carries the driving pulley, which is embraced by the dynamo belt. It would appear that the compressor runs at about $1\frac{1}{4}$ times engine speed.

The box-section frame is of the simplest possible form, stopping short of the wheel centres both fore and aft, and running out to the full width of the body. The engine and

the front suspension, thus dispensing with wishbones and their bearings.

At the rear, there is a dead axle, but this is bowed forward, and pivoted to the centre of the rear cross member. It is suspended on torsion bars, and the geometry is such that the springing is softer in bump than in roll. The wheelbase is 6 ft. 11 ins. and the track 3 ft. 11½ ins., while the weight is a few pounds over 10 cwt.

M. Bonnet had two cars available at the time of my visit. One was an elaborately finished show model, of dazzling beauty. The other was the famous little coupé that has put in such a vast racing and rally mileage this season. It had run in such gruelling events as the Mille Miglia and the Tour de France, and had won the 1½-litre race at the Coupe du Salon two days before. Well, what would you do, chums? I did the same, and chose the "racer".

On entering the driving seat, one is at once struck by the excellent visibility and the feeling that one is in a large, roomy car. There is ample body width, and although the rear compartment is primarily

intended for luggage, it is adequate for short-distance transport of passengers. The absence of a shaft tunnel permits a very low floor level, and the very forward positioning of the engine makes every inch of wheelbase count.

As soon as the engine starts, the whine of the supercharger is heard. The tickover is perfectly smooth, but has the interrupted note of a "twin". The slightest touch on the throttle sends the revs soaring. One selects the gears with a push, pull, and twist on a "walking stick", as is usual with front-wheel-driven machines.

On taking off, it is at once obvious that the acceleration is very good indeed. I did not have the car for long enough to take a full set of road test figures, but my impression is that it would need a very good unsupercharged two-litre to shake off the blown D.B. Racing results confirm this. The clutch is smooth and powerful, but the movement of the gear lever is difficult to judge accurately without a little practice.

100 m.p.h. With Ease

This particular car has been officially timed to exceed 100 m.p.h., and I was able to emulate this splendid performance without difficulty. Assuming that the rev counter is accurate—and one presumes that it would be kept up to scratch on a successful competition car—I attained a velocity of 104

m.p.h. I then eased the pedal back, and was able to hold 100 m.p.h. on something like half throttle! This may seem absolute nonsense to those who are accustomed only to normal cars, but a scientifically streamlined closed body immediately alters the whole conception of high-speed motoring.

Naturally, a supercharged, air-cooled engine, in an all-metal closed body with only the lightest padding, makes considerably more noise than any everyday saloon. In addition to the banshee wail of the blower, the power unit has a hard, metallic note, and the transmission is not silent. Nevertheless, the cumulative effect is not so unpleasant as one might imagine. It is a happy, functional sound, and is somehow in keeping with the character of the machine. The noise level is, in fact, not as high as I expected, having regard to the design features. If a window is opened, no draught whatever enters the car, a trait which I have previously noticed with efficiently streamlined closed cars.

The suspension, roadholding, and steering are superb. The standard Dyna-Panhard is noted for these qualities, but the D.B. is even better. This is obviously due to the considerably lower centre of gravity, conferred by the special *carrosserie*. I was able to leave go of the wheel with both hands at maximum speed, and the car continued to hold a

straight course. I also entered some appreciable curves at this velocity, and could fling the Panhard through them while steering only with one finger and thumb. None of the usual front-drive vices, such as heaviness or a difference of response between drive and overrun, were apparent. This is an example of how good a rack-and-pinion layout can be, for I have never handled better steering.

Comfortable Ride

Softer than one would expect, the ride is level, and the low build reduces rolling to a minimum. The engine is well balanced, but there is some high-frequency vibration. The accelerator pedal transmits this to the driver's right foot, and I would suggest a rubber pad to cure this "pins-and-needles" effect. The hydraulic brakes were in need of adjustment after racing, but I am assured that they are normally very effective.

The D.B.-Panhard is one of the very great cars, and it is indeed a privilege to have driven it. Naturally, it requires the best fuel, and the test machine was running on "Ternaire", which contains alcohol. In spite of being a competition model, it has much better low-speed pulling powers than any small "four". Above all, though, it is a roomy closed car, with an engine of only 750 c.c., which will exceed 100 m.p.h., and that I regard as almost miraculous.

Thank you, M. Bonnet, for an amazing experience!

B.T.D.A. SILVER "STAR"

POSITIONS in the B.T.D.A. Silver Star Rally Competition at the conclusion of the London Rally are as follows:

| | Marks |
|----------------------------|-------|
| 1. J. C. Wallwork ... | 70 |
| 2. J. H. Ray ... | 67 |
| 3. J. Sidwell ... | 63 |
| 4. D. O'M. Taylor ... | 61 |
| 5. I. Appleyard ... | 47 |
| 6. J. C. Broadhead ... | 44 |
| 7. J. H. Cunningham ... | 44 |
| 8. A. P. Warren ... | 41 |
| 9. P. G. Denham Cookes ... | 30 |
| 10. H. T. Dennison ... | 27 |

Only one event, the M.C.C./Daily Express Rally on 12th, 15th November, remains to decide the winner of the 1952 Silver Star.



BLOWN FLAT-TWIN: The forward-mounted air-cooled 745 c.c. engine with Roots-type supercharger gives 55 b.h.p. at 5,000 r.p.m. Running at high boost on alcohol fuel 70 b.h.p. has been realised.

HIGH PEAK WEEK-END

Reg Phillips Wins P.A. in Two-Day Sheffield and Hallamshire Trial—Tussle for Lead between Cuth Harrison and Rex Chappell

DURING recent years the M.C.C. "Sporting" and Sheffield and Hallamshire M.C. "High Peak" events have provided trials enthusiasts with a thoroughly enjoyable week-end. However, owing to the cancellation of this year's M.C.C. event, the Sheffield folk boldly decided to make the "High Peak" a two-day trial. This was an unqualified success, and the use of new terrain in the Sheffield Lady Bower Reservoir area provided entirely new trials country of the very tough pattern.

The event started from Bamford last Saturday, and scrutineers were busy with the double-roller device to check rear axles. From there, the entry was dispatched at intervals from the Rising Sun Hotel.

In the paddock your chronicler discovered Dr. Lilley with the ex-Wharton A40-engined Special; John Lilley was in the original Harrison Harford, whilst Edward Harrison was a wistful spectator, clad in R.A.F. blue and on the way to answer his call-up. Cyril Corbishley had his latest machine on parade, and Pat Atkinson was in his familiar vehicle with which Ray Merrick won the "Vesey". Rex Chappell made a bid for *concoeur* honours with a beautifully turned-out blue Cotton. Reg Phillips's device possessed a new and elegant nose.

It wasn't even taking time to rain when competitors arrived at the first obstacle, Holdsworth, which was in five sub-sections. The approach to this little horror consisted of a downhill stretch of about ½-mile, with a one-in-three gradient on rocky outcrop—all very terrifying! Only two early numbers, W. A. Grayson and J. Deeley, were successful; the remainder were defeated by a sea of mud which quickly formed.

Sampson's Circuit was also in five sub-sections, and comprised a 50-yard semi-



NOW FOR IT! Rex Chappell (Cotton), who made second-best performance, sticks to the mud at Hoyles Clough

circle of mud, going slightly downhill to a hairpin and a one-in-two gradient—very similar to Little Clearings used in last year's R.A.C. Championship. This fiendish device failed the entire entry, no driver getting out of Section 1. Perhaps the best attempt was by E. J. Chandler, although Cyril Corbishley might have achieved the impossible if his engine hadn't misfired at a critical moment. Rex Chappell opened out too early; in fact, all the experts had to give the hill best.

The last part of Hoyles Clough caught out everyone except Cuth Harrison, Maurice Wilde, P. Clegg, Ken Bailey, Pat Atkinson and F. Harrison. This section ended the water board area, at which spectators were not permitted.

Next clump of hills was on a mountain-side, and spectators were fairly numerous. The bump at the top of Rocher End proved insurmountable, and the larger cars grounded helplessly. Best attempts were by Phillips, Cuth Harrison, Chappell and Atkinson, all four making Section 4.

About 50 per cent. of the entry gained full marks on Bowden, but a one-in-two grassy hairpin on Skip proved the undoing of many. Successful here were Wilde,

Corbishley, Chappell, Atkinson, W. Underwood, A. Aldred, A. J. Lilley, J. Preston and Bill Seeman.

Farther up the mountain was placed a group of five hills of infinite variety. In fact, within its 800 square yards confines, a complete trial could have been staged. Some 10 per cent. of the entry succeeded on the long and very wet Spout House. Chambers's Dellow retired here with water pump bothers.

Adverse Camber was a very sticky section, and amongst those who slid helplessly on the mud after rounding a tree were Michael Lawson, John Lilley and Frank Preston. Highest up were Percy Clegg and Rex Chappell.

Only Reg Phillips and Cuth Harrison managed to surmount the high ridge which ended the deep, muddy climb of Listers Clough, but several early numbers managed High Up, a long hill of the "staircase" type. However, so badly did this section deteriorate, that later folk could not even reach the start, and the whole thing had to be scrubbed.

Mick Beardshaw, Grayson and Chappell were the sole conquerors of Thorpes Height, a mud and bracken section with a one-in-three gradient. Then followed a tie-deciding test presided over by Jack Twyford with his neatly-boxed, electrical timing apparatus.

Next section on the menu was Myers Mine, named after S. and H.'s popular Press secretary. This was quite the worst mud horror yet, and must have reminded several of the older onlookers of Flanders of the 1914-18 War. Despite the ominous presence of a tractor with plenty of wire rope, Cuth Harrison refused to be daunted and made the only clean climb—a really wonderful effort!

Phillips, Grayson, Underwood, Corbishley and Chappell gamely struggled on, but were all penalized for over-running the marking tapes. Heroes here were the marshals, directed by Phil Chapman, whose day was spent pushing and pulling.



CONCENTRATION: Pat Atkinson, in the car with which Ray Merrick won the Vesey Cup Trial, picks his way through Listers Clough

1 IN 2—AND WET GRASS! The deep hairpin at Skip defeated many High Peak competitors. Here is Michael Lawson's Lotus tackling the climb, with his passenger doing her best to help

helpless victims caught in the glutinous mud.

Seven folk climbed Peggie's Dilemma. These were Underwood, Cuth Harrison, P. Clegg, F. Harrison, Chandler, Chappell and Edgar Wadsworth.

So ended the first day. At this stage the leaders were:—Rex Chappell, 30 marks, Cuth Harrison, 42; Reg Phillips, 46.

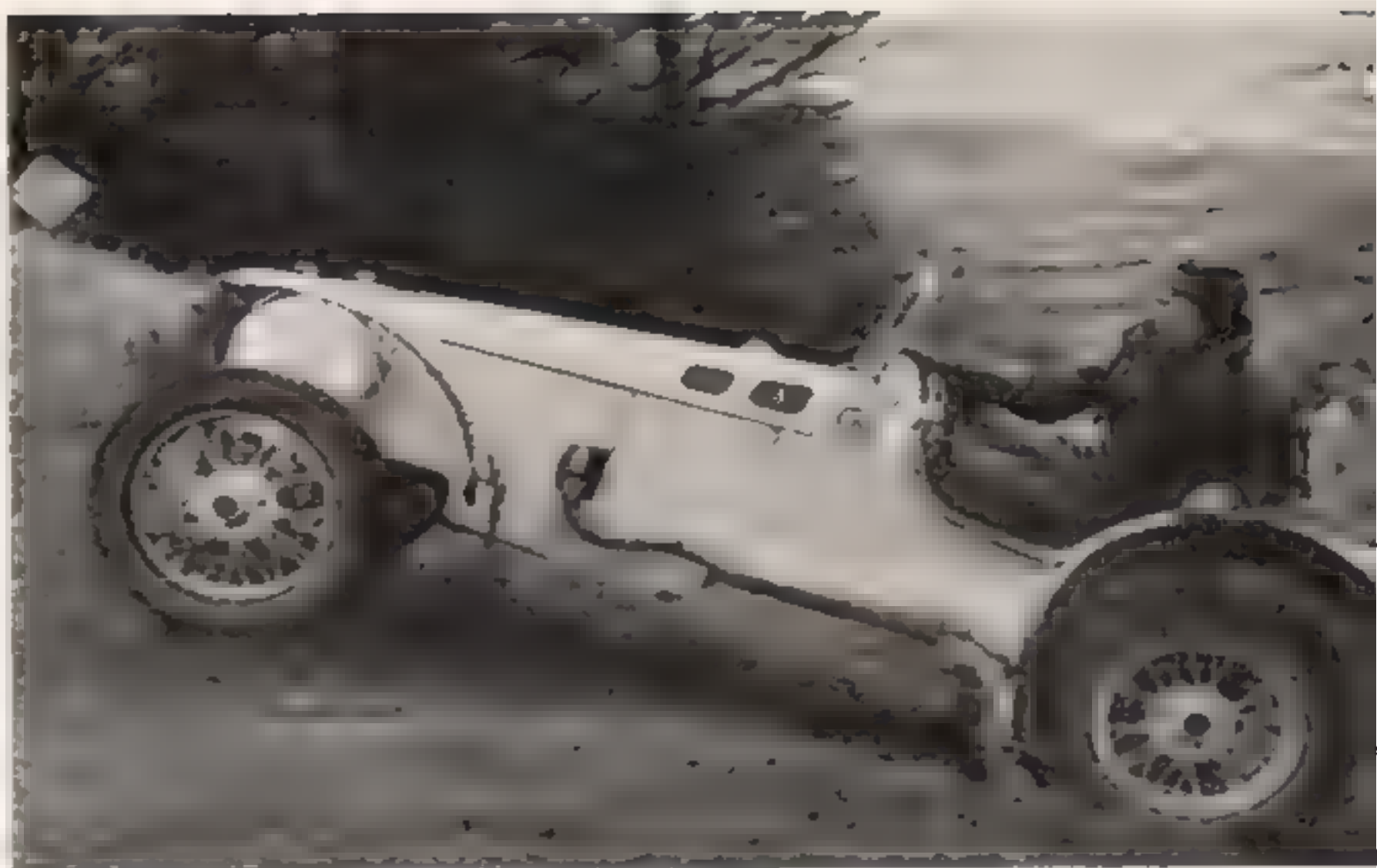
As it "always rains on Sunday", no one was disappointed at first. However, it rained and it rained and it rained. Hardly anyone could remember worse conditions. It was soon discovered that the circuit was absolutely impossible, so Sampson's was deleted, and an impromptu section quickly devised by Frank Dean. This looked simple but wasn't! Cuth Harrison and Reg Phillips both urged their cars into Section 5 and "drowned rats" eagerly awaited the climb of leader Rex Chappell. Alas, for Southern hopes—the Cotton driver failed low down. He also failed on Hoyle's Clough, now trebled in mud depth, but his rivals both got through.

This made Myers Mire virtually the decider. It looked impossible, with about 3 feet of liquid mud—but who would be submerged last? That was the 64 dollar question!

Reg and Peggy Phillips hurtled into the mud bath, leaping like dervishes to urge their machine just that extra bit further. Their exhausting efforts met with success. Harrison and Chappell just couldn't get near the spot where the Phillips seemed to sink with all hands on deck.

Thus ended a truly tough event. All credit is due to organizers, marshals and drivers alike. As we squelched through the mud to our cars the one thought uppermost in everyone's mind was: "Here's to next year!"

FRANCIS PENN



RESULTS

High Peak Challenge Trophy: R. W. Phillips (Lotus), 108 marks

Heaton Trophy: R. F. Chappell (Cotton III), 146

Needham Trophy: T. C. Harrison (Hartford III), 124.

Team Award: Yorkshire S.C.C. T. C. Harrison, M. Wilde, W. A. Grayson

Special Awards for next Nine Places:
1. J. Chandler (Chandler), 146; C. Carbisley (C.C.S.), 148; F. Harrison (F.H. III), 152; M. Wilde (Ford), 152; W. A. Grayson (Grayson), 154; P. Clegg (Clegg), 155; M. Beardsley (Wharton), 156; P. A.

Atkinson (Atkinson), 158; J. D. Sleeman (Sleeman), 162.

TARRANT RUSHTON SPRINT

We are advised by the TSO M.C. that in the Tarrant Rushton Meeting on 26th October, Classes 9 and 10 were combined, the results being: 1, G. Parker (3,442 S. Jaguar), 21.40 secs.; 2, D. H. Sessions (2,443 Healey), 22.09 secs.; 3, G. Shea-Simonds (3,917 Allard), 22.31 secs. In Class 4, third place goes to C. Wick (Jaguar Mk. VII), whose run occupied 24.88 secs.

IN LIKE A LION: (Left) G. W. Wood makes a brave assault on the glutinous slopes of Bowson

OUT LIKE A LAMB: (Below) Bowson has the last word, and manpower alone helps the CW8 to the top



THE M.C.C. "DAILY EXPRESS" RALLY

THERE are 461 competitors in the third M.C.C. *Daily Express* Rally which starts from London, Manchester, Glasgow, Cardiff, Norwich, Plymouth, Harrogate and Kenilworth on 12th November. The finish will be at Brighton on 14th November, and a "Concours" will take place on the 15th.

No less than 49 makes of car will take part, the most numerous being M.G. (64), Sunbeam-Talbot (45), Ford (37), Jaguar (35), Austin (31), and Jowett (24). There are 13 Morgans, a Volkswagen, an Atlanta, a 4CV Renault, an Alfa

Romeo, an Hispano-Suiza and a Cooper-M.G.

On Thursday, 13th November, all competitors converge on Penrith between 8.11 a.m. and 3.40 p.m., following the same route to Brighton where the final tests will take place between 8 a.m. and 3.30 p.m. on 14th November. The tests will be laid out on the Madeira Drive. In the evening there will be an official welcome by the Mayor of Brighton, followed by a dance at the Dome.

The Concours d'Elegance will be from 1 p.m. to 3.30 p.m. In the evening there will take place the official Rally Ball at the Dome.

BRITISH MOTOR RACING RELIEF FUND

THE B.R.D.C. announces the formation of a British Motor Racing Relief Fund, the object of which is to assist British racing drivers and mechanics, disabled or incapacitated as a result of motor-racing accidents, and their dependants, in the event of fatal injuries.

Trustees of the Fund are:—the Duke of Richmond and Gordon, the

Earl Howe, Mr. Wilfrid Andrews, Dr. J. D. Benjafield, and Lt.-Col. A. T. Goldie Gardner. A Committee of Management will consist of H. J. Morgan (B.A.R.C.), Ken Gregory (Half-litre Club), Barclay Inglis (Eight Clubs) and Desmond Scannell (B.R.D.C.). Mr. Scannell will, for the time being, also act as Honorary Treasurer of the Fund.

Pending the establishment of the Trust on a sound financial basis, routine administration will be carried

on from the B.R.D.C. offices at 4 Park Lane, London, W.1, from which address copies of the Trust Deed may be obtained. Copies of a Deed of Covenant are also available, the use of which ensures that contributions, if made for seven years, are free of income tax.

It is to be hoped that all who are directly interested in the sport of motor-racing will do everything possible to support this Fund, and ensure that it will speedily be established on a sound financial basis.

JOHN RHODES COBB

THE interesting old City church of St. Michael's, Cornhill—destroyed in the Great Fire and rebuilt in 1672—was packed last Friday, when a memorial service was held for John Cobb. Among the 700 or 800 present were many personalities in the motor-racing world, including Earl Howe, Mr. Wilfrid Andrews (Chairman of the R.A.C.), various members of the Competitions Committee, Tony Rolt, Eric Thompson and several other well-known drivers. The service—notable for the great beauty of the choral music—struck a note of simplicity and forthrightness, utterly in keeping with the character of the great man whose passing it marked.

PROVISIONAL SCOTTISH CLUBS CALENDAR, 1953

| Date | Club | Event | Permit | Date | Club | Event | Permit |
|-------------|--------------------------|-----------------|--------|--------------|--------------------------|--------------------|--------|
| Jan. | | | | June | | | |
| 24 | S.S.C.C. | Startling Rally | C | 20 | Leamington M.C. | Midnight Rally | C |
| Feb. | | | | 21 | South of Scotland C.C. | Gymkhana | C |
| 15 | Lothian C.C. | Whole Day Trial | C1 | 21 | Lothian C.C. | Sprint Meeting | C |
| 1 | S.S.C.C. | Moortown Rally | C | 27 | S.S.C.C. | Speed Hill-Climb | C |
| Mar. | | | | 28 | Riley M.C. (Highland) | Gymkhana | C |
| 7 | S.S.C.C. | Race Meeting | C | 28 | Abn. O.C. | Rally | C |
| 11 | Falkirk & District M.C. | Trials | C1 | July | | | |
| 14 | S.S.C.C. | Trials | C | 4 | Royal Scottish A.C. | Speed Hill-Climb | C |
| 21 | South of Scotland C.C. | Trials | C | 11 | M.G. Car Club | Grass Hill-Climb | C1 |
| 22 | M.G. Car Club | Race Meeting | C | 18 | South of Scotland C.C. | Rally | C |
| 24 | Lothian C.C. | Race Meeting | C1 | 19 | Lothian C.C. | Sprint Meeting | C |
| 26 | Riley M.C. (Lowland) | Trials | C | 25 | Aberdeen & District M.C. | Race Meeting | C1 |
| Apr. | | | | Aug. | | | |
| 4 | S.S.C.C. | Highland Trials | N | 8 | S.S.C.C. | Race Meeting | N |
| 12 | Worcester J.C. | Trials | C1 | 15 | Worcester J.C. | Race Meeting | C |
| 18 | M.G. Car Club | Trials | C1 | 16 | Falkirk & District M.C. | Rally | C1 |
| 18 | Aberdeen & District M.C. | Trials | C | 22 | Riley M.C. (Highland) | Speed Hill-Climb | C1 |
| 21 | Falkirk & District M.C. | Trials | C | 29 | Falkirk & District M.C. | Special Event | C1 |
| 24 | South of Scotland C.C. | Race Meeting | C1 | Sept. | | | |
| May | | | | 4 | South of Scotland C.C. | Ayrshire Rally | C1 |
| 2 | Lothian C.C. | Trials | C1 | 6 | Riley M.C. (Lowland) | Rally | C |
| 2 | Leamington M.C. | Trials | C | 7 | Leamington M.C. | Navigation Test | C |
| 3 | S.S.C.C. | Trials | C | 17 | S.S.C.C. | Speed Hill-Climb | C |
| 4 | Riley M.C. (Highland) | Trials | C1 | 1 | Worcester J.C. | Race Meeting | C |
| 14 | M.G. Car Club | Trials | C1 | 5 | M.G. Car Club | Night Rally | C1 |
| 17 | South of Scotland C.C. | Trials | C | Oct. | | | |
| 17 | Aberdeen & District M.C. | Trials | C1 | 1 | S.M.R.C. | Craft Race Meeting | C1 |
| 18 | Riley M.C. (Lowland) | Trials | C | 7 | Lothian C.C. | Gymkhana | C |
| 18 | Riley M.C. (Lowland) | Trials | C | 10 | South of Scotland C.C. | Gymkhana | C |
| 18 | Riley M.C. (Lowland) | Trials | C | 24 | M.G. Car Club | Motorfest Event | C1 |
| 18 | Riley M.C. (Lowland) | Trials | C | Nov. | | | |
| 18 | Riley M.C. (Lowland) | Trials | C | 7 | S.S.C.C. | Anniversary Run | C |
| 18 | Riley M.C. (Lowland) | Trials | C | 8 | Lothian C.C. | Rally | C |
| 18 | Riley M.C. (Lowland) | Trials | C | 15 | Abn. O.C. | Rally | C |
| 18 | Riley M.C. (Lowland) | Trials | C | Dec. | | | |
| 18 | Riley M.C. (Lowland) | Trials | C | 11 | S.S.C.C. | Cat's Eye Rally | C |
| 18 | Riley M.C. (Lowland) | Trials | C | | | | |

C—Closed; C.L.—Closed Invitation;
N—National; I—International

SCOTCH CORNER

By "AENEAS"

THE joint conference of the Scottish clubs—held in the Royal Scottish A.C. on 22nd October—was remarkable for the fine spirit of co-operation shown by the discussion. Under the chairmanship of Tom Forrest the main item on the agenda was the approving of a provisional calendar for 1952 and the way in which clubs offered and arranged to alter dates for the prevention of clashing was encouraging for the future of the sport in Scotland.

IN agreeing to move the date of their proposed National meeting from 23rd May to 6th June the Winfield Joint Committee showed thought for the enthusiastic Aberdeen and District M.C. who wished to space their meetings two months apart for the attraction of spectators. In the discussion about this everyone was most surprised to learn that, although the Air Ministry had given the club permission to use Crimond aerodrome again, this permission was subject to the approval of the R.A.C. So far the R.A.C. had not given this approval but two Aberdeen officials were presently discussing the matter in London. No doubt the matter will be squared up but there was notable support for the Aberdeen club's desire to continue with their Crimond meetings. And with good reason. The Crimond circuit is one of the most interesting and one of the best surfaced in Scotland and the club is known for its enthusiasm and friendliness.

THIS calendar in Scotland promises a busy year for both rallyists and speed merchants. There are 61 events in all and, in addition to the big circuit meetings of the Scottish Sporting Car Club and the Winfield Joint Committee, the Scottish Motor Racing Club are going to step to the fore. Next year the S.M.R.C. propose organizing a repeat of their successful "500" meeting at Kirkcaldy but also intend running two mixed meetings on their newly-acquired circuit at Craik.

ANOTHER interesting item on the calendar is the fact that the Royal Scottish A.C. have received an International permit for the Scottish Rally. It is now up to A. K. Stevenson and his officials to organize a Coronation Year rally which will attract the top-notch rallyists to Scotland. In doing so I hope that they will provide a strenuous event which will, at the same time, retain the intimate and friendly characteristics for which the Scottish Rally is known.

IN the discussions on the calendar Bill Callander of the S.S.C.C. and Bert Kay of the M.G.C.C. reminded Tom Forrest of last year's arrangements whereby any proposed changes in the calendar would be sent to the R.S.A.C. which would then contact the other clubs that might be affected before passing the requested alteration to the R.A.C.



MOORFOOT RALLY: W. A. Brewster in the Monte Carlo Rally Jowett Jupiter GAW 111, seen during Test 1 (Our apologies, incidentally, to the Scottish M.G.C.C. for calling their event a Trial in our heading last week.)

This was again agreed to and it was requested that the R.A.C. be instructed to refuse any alterations to the Scottish calendar except those coming through the R.S.A.C.

BEFORE closing the conference and being thanked for his efficient conduct of it Tom Forrest announced that the Royal Scottish A.C. proposed to recognize the magnificent performance given by Geo. Murray-Fraser in this year's Alpine Rally. On 5th December there would be a dinner in his honour in the R.S.A.C. clubrooms. There was unanimous approval of this gesture and many promises by the assembled members to be present on the occasion.

ANOTHER meeting attended by your scribe was the A.G.M. of the M.G. Car Club's Scottish Centre. Here there was one of the best attendances I have seen at an A.G.M. Obviously the M.G. members are interested as well as enthusiastic about club affairs and approved a programme of events very similar to last year's but with the addition of a proposed Coronation Rally suggested by Comish Hunter, to which they would invite other centres and request organizing assistance from H.Q. to make it a real success. The club funds are in an excellent state of health and the members obviously know when they are being well served. Last year's committee, headed by chairman Bert Kay and secretary Douglas Mickel, were elected *en bloc* with one exception. Comish Hunter comes in to replace Noel Kennedy who, since his appointment as S.S.C.C. trials and rallies convener, finds he has not the time to devote to M.G. affairs that he thinks is necessary.

The meeting was followed by a film show which included some excellent films of club events made by secretary Mickel.

SOUTHERN JOWETT POINT-TO-POINT

IN glorious autumn sunshine 22 cars with their drivers and navigators assembled at Hadley Green, Barnet on Sunday, 26th October, for the annual point-to-point run organized by the Southern Jowett Car Club.

Of the invited clubs the Singer Owners' Club sent four entries, the A.C. Owners' Club and United Hospitals and University of London Motor Club two entries each. On being booked out for the morning run, participants were handed a list of 19 six-figure map references which had to be plotted and a route covering all points devised. At each point was a problem for which points were awarded for the correct answers. The lunch rendezvous was at Shephall, close to the countryside now being ravaged to make way for Stevenage New Town.

For the afternoon run 27 points had to be plotted and visited before reaching the final checking-in control at the Cock of the North Hotel, Bell Bus, Hatfield where an evening meal was served. All agreed it was a tough run; the results might have been very different, but for the deduction of points for lateness over the standard times given to each participant for each run.

The next event is the A.G.M. and Dinner, at the Talbot Restaurant, London Wall, E.C., on Monday, 1st December.

RESULTS

1. A. Wright, S.O.C. (Singer) 201 pts.
2. R. Knight, S.J.C.C. (Javelin) 186
3. E. G. Walsh, S.J.C.C. (Javelin) 158.
4. P. A. Bailey, S.O.C. (Singer), 155;
5. R. French, S.O.C. (Singer), 100;
6. P. D. Bailey, U.H.U.L.M.C. (Austin), 99;
7. P. Kehl, S.J.C.C. (Jowett), 90;
8. J. A. Fitzpatrick, S.J.C.C. (Vauxhall), 84;
9. R. C. C. Palmer, S.J.C.C. (Austin), 79;
10. E. Sealy-Bell, S.J.C.C. (Javelin), 67
(12 other finishers.)

DEADLY NIGHTSHADE

Holland Birkett (Minor) Wins Arduous Eight Clubs Eastbourne Rally



It is just possible that the Earls Court Motor Show has driven memories of the Eight Clubs' first Eastbourne Rally from the minds of those who participated, but much more probable that the 57 competitors will be found to have the word *Inglis* inscribed on their hearts, for it was Barclay of that ilk who was largely responsible for its organization. Judging from the comments one has heard since, it seems that most of those who assembled at Hatfield on the night of 17th October anticipated nothing more than a quiet drive in the country, instead, Inglis, who had sworn to find the winner on the road section, produced a testing event which knocked all but six of the starters right out of the running, long before they saw the final tests. Indeed, the driving tests at Eastbourne need not have been held at all, for their results did not alter the final placings in the slightest degree.

In order to provide a large number of check-points, without the necessity for an equally large staff of marshals, the Eight Clubs' secretary evolved a new method of route-setting. At the start each competitor was given six six-figure map references, and at each of these points was located a card bearing a letter and a number. The last card also bore six letters; arranging the corresponding numbers in the same order, gave the map reference for the next control. Thus, in the first section, competitors visited points near Harpenden, south of Harpenden, Hemel Hempstead, north of Tring, and Littlecote Ford, near Dunton, giving a set of figures which provided a map reference for a bridge near Quainton. That the method was effective was proved by the fact that the whole field, with the exception of 10, were late at this control—before 50 miles of the route had been covered! Among those who failed to report at all were C. N. Grayling (M.G.), Alec Gordon (Morgan), A. C. Neale (Vauxhall), W. L. Butler (Jaguar) and D. Llewellyn Rees (Vauxhall), of whom Gordon, Butler, and Rees went on to the next time control. The location of this was given so that those who failed on one section could still continue.

Time Control 2 on the first section was near Marsh Gibbon, where the local lads might have been rehearsed for days in advance, so adept were they in displaying bucolic idiocy when asked for advice. Two gates were side by side, one leading into a field, the other to the control—and for some time the wrong one lay inexplicably open. After the control came a similar section embracing points north of Bicester, near Kirtlington, at Steepness Hill, near Swerford, Traitor's Ford, near Hook Norton, and Whatcote Bridge, providing the reference for Time Control 1 Section 2, which was west of Ilmington. At this point only 25 of our 57 hopefuls were still in the running, a total of 24 were outside their time limit, and eight had retired.

The most direct route from the next control (a farm north of Chipping Campden) to the first point near Paxford was by way of a lane plentifully endowed with gates, many of them with loose rails. Having dealt with these, the survivors passed through points near Condicote, west of Stow-on-Wold, at Condicote Lane, and north of Naunton, only to be confronted, near Kington, by a gate marked "Private" which apparently barred the way. In actual fact the control was reached by way of a nine-inch ford on the left, followed by a steep hill, and it is on record that even some of the officials subsided into bewilderment and slime at this point. Time Control 1, Section 3, was at a crossroads near Chedworth, and was followed by a control at Chedworth aerodrome, the most westerly point of the route.

Here the unfortunate participants (only 16 of whom were still in the running now) were driven almost frantic, for although they could see the control, the most obvious way was blocked by barbed wire and to pick one's route around the runways was indeed a feat. Having found it, the competitors—or rather, 29 of them—took part in a night driving test similar to that used in the R.A.C. Rally P.M. Appleton (Buckley) set the best time of 31 secs., but suffered a penalty. Harry Sutcliffe (Frazer Nash) was second fastest with 32.4 secs., but was also penalized for using a handlamp when reversing, and this penalty lost him a place in the general classification. V. F. Gordon (M.G.) clocked 33 secs., B. H. Martin (Vauxhall) and Alec Gordon tied with 34 secs., and Holly Birkett was only 0.4 secs. behind in Bob Gott's Morris Minor.

Strangely enough, of the 29 competitors who entered Chedworth, 14 left the control! The section which followed was a main road drive, with a 34 m.p.h. average, to Ham Hill, south of Hungerford, directions were given by a route card written in ripe Cockney which apparently caused panic in the camp for only 15 followed the official route

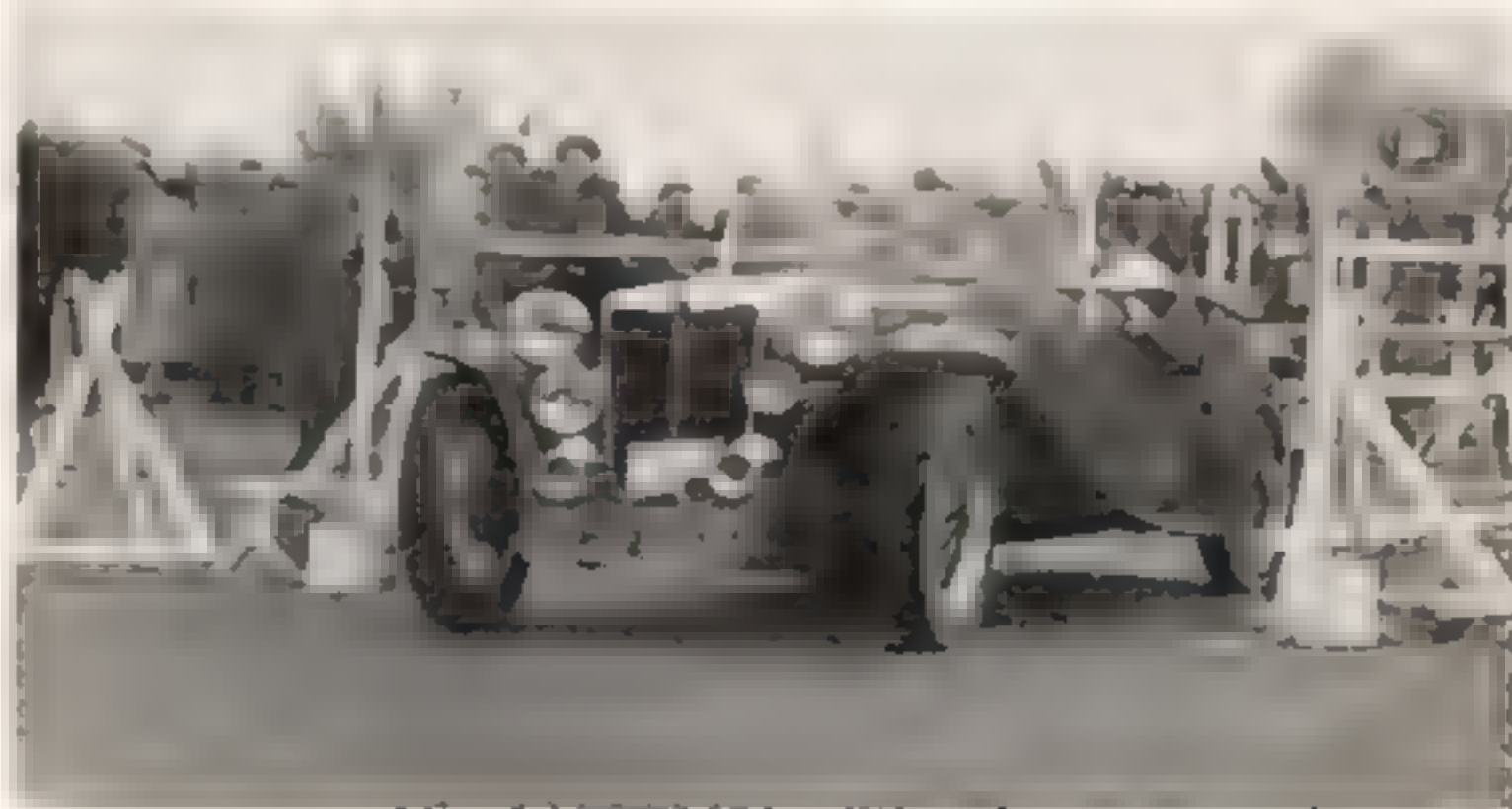
and of these five were late on arrival. A 40 m.p.h. secret check caught no one, although Birkett was saved from penalty by only four minutes, being half-an-hour early at the finish.

A return to the figures-and-cards system was made for Section 5, a difficult one over rough country, on a maze of small tracks. On arrival at the time control, south of Brimpton, the competitors were despatched on a count of seconds, and this so misled them that most set off to the accompaniment of clouds of burning rubber. Misled because it was here that they were timed and their average chosen for the regularity section; fortunately a maximum of 35 m.p.h. was set on the imposed speeds, for some actually established a higher figure. The regularity section itself was 26 miles in length, with three secret controls, and led from Silchester through Odiham to points near Cronull, Farnham, the Hog's Back, Compton, Bramley, Winterfield Heath, and Leith Hill, to a control south of Dorking. Before the start appeared roadside notices, advertising "Whizzo", which, apparently, makes one regular. Shortly after the start was a road sign saying "Deep Ford", although the ford was actually quite shallow.

It was on the regularity section, which the first car undertook at 4.34 a.m., that fog began to trouble the competitors. Light at first, it became extremely thick before clearing, half-way along the route, and its presence made it quite impossible for the faster men to maintain their set averages. Birkett fared best, losing only 40 marks, and M. K. Collins (M.G.) lost 44, but the rest were far behind. John Gott (H.R.G.) lost over 1,000 marks, two more ran outside their time limit, and yet another retirement was notified.

On the untimed section to the Water Mill, near Dorking, only nine of the competitors were left with any hope of an award, yet no fewer than 46 crews turned up for breakfast at the hotel.

RUNNER-UP: J. A. Ambrose took second place in the difficult Eight Clubs Rally.



PROMENADE DASH. John Gott (H.R.G.) does not require to heed speed limits during the final tests at Eastbourne

Faced with such evidence of untiring enthusiasm—or pressing hunger—the officials in charge allowed all to start Section 7, involving some rather simpler map-reading to points at Charlwood south of Horley, near Ashdown Forest, and on to the time control near Hailsham. This was followed by a reversing test (to decide ties) on Willington Hill where the first to arrive, B. D. Frost (M.G.), set the fastest time with 17.5 secs. Gordon (Morgan Plus Four) came second with 18.4 secs., D. J. Farquarson (XK Jaguar) third with 18.8 secs., and Birkett was one of the slowest (45 secs.).

It was with a considerable sense of relief that the survivors then said good-bye to timed sections, and made their way over the downs to Eastbourne, where the cars were scrutineered for damage. After scrutiny came the arrival test, in which Sutcliffe was fastest, but lost marks on braking, and the best unpunished run was that of Farquarson. Of the 47 who took part in the test, 10 drivers in their weariness failed to perform it correctly. But such was the effect of a break for lunch that 49 entrants joined in the final test which followed. This was a long and involved affair, complete with pylons, boxes, and a parking bay, one and a half times the length of the car, which proved far more difficult than was expected: some good performances were made, and some remarkably poor ones, but as the winner had already been found on that very disturbing road section, they were of little consequence. Which, of course, is

as it should be; if prizes are to be won on a piece of fast manoeuvring on a seaside promenade, it scarcely seems worth while dashing about the countryside for the whole of the previous night.

WILSON MCCOMB

RESULTS

Best Performance (Eastbourne Trophy and Replica): Holland Birkett (co-driver R. D. Gotts) (919 Morris Minor), Hants and Berks M.C., 949 marks lost.

Best Performance, Class A (up to 1,100 c.c.): No other finisher.

Class B (1,101-1,500 c.c.): J. A. Ambrose (co-driver A. N. Ambrose) (1,250 M.C. TC), Hants and Berks M.C., 1,032.

Class C (1,501-2,000 c.c.): F. L. Rourke (2,660 Austin A90), Camian M.C., 1,255.

Class D: No finishers.

Awards of Merit, Class B: M. K. Collins (M.G. TC), Camian M.C., 1,126.

Class C: H. Sutcliffe (co-driver: Mrs P. Sutcliffe) (Frazer-Nash, 750 M.C., 1,314), N. M. Ness (co-driver: E. J. Chandler) (Vauxhall Velox), H. & B M.C., 2,026.

Inter-Club Team Award: Hants and Berks M.C. Aggregate 4,007 marks lost.

Navigator's Awards. To Navigator of Outright Winner: J. M. N. Wills.

Winner Class B: J. A. Ambrose.

Winner Class C: E. H. Rourke.

Best Performance, each Member Club: Hants and Berks M.C. Holland Birkett, Camian M.C. M. K. Collins; 750 M.C. H. Sutcliffe; Lagonda Club: P. G. Hartlett (Citroën); A.C. Owners' Club: B. H. Martin (Vauxhall Velox); Harrow C.C.; F. Allott (Riley); Chiltern C.C.; M. J. H. Rogers (Austin A70).

FALCON M.C. GUY FAWKES TRIAL

Organizers Cater for New and Old Trials Formulae—J. C. Smith the Winner

THE Falcon Motor Club Annual Guy Fawkes Trial was held in rather adverse weather last Sunday, 2nd November. The course was over about 30 miles, in the Stevenage, Hexton, Barton area, finishing well before dark at the Roebuck Inn, Broadwater. In an endeavour to cater for vehicles built either to the existing R.A.C. formula or that due to take effect from 1st January, the organizers divided the trial into two classes, the course being the same for both classes, none of the sections being a chassis breaker.

The first section consisted of a stop and restart up a lane where the grass surface gave way to chalk, which offered very little wheel grip after a heavy fall of rain. Competitors were required to start astride a line, clear same within three seconds and continue non-stop to the top. Within two miles came Bramble Lane, the approach to which had received considerable attention by club members beforehand in the matter of clearing undergrowth. Here, on the 1 in 6 gradient and glutinous surface, tapes were employed to create artificial bends over deep ruts, the whole being subdivided. In this stage Bramble took a heavy toll until J. C. Smith with the J.C.S. 1,172 showed that with some effort a "clean" could be registered. On now

to Otley Bend, a sharp right hand and a straight climb sub-divided to encourage those less fortunate. Bold use of the throttle was creditably demonstrated here by Miss Pamela Price, who appeared to treat the sticky gradient with contempt, making one of the few clears on record. Others who climbed well were H. R. Smart (Curwin) and N. Overton.

Within 10 miles came Pack Horse Hill, a chalky Roman road with good bottom, and Jeremiah's Knob, in two sections, both consisting of sharp banks with limited approaches. Three sections on Telegraph Hill were responsible for many failures owing to the wet grass. Section 7 was climbed only by Miss Price, father Dave and R. E. C. Brookes. On to section 10: Quick Sands—which, as the name implies, was in a sand and gravel pit providing two first-class climbs and two speed tests, for use only in case of ties, the latter dispensed with the human element by the use of the club's electrical apparatus. Good times were put up by L. G. Nottley, driving the Cox 2, D. Read (Dellow) and J. C. Smith, while G. Pettit was observed to be doing battle in order to keep on the desired course. So on to the finish at Broadwater, a clean-up and tea. The experiment of the two classes had worked admirably, giving those with more con-

ventional cars a class of their own; to gather from competitors, it seemed to be successful.

RESULTS

President's Cup: J. C. Smith (1,172 J.C.S.).

Best Visitor: R. E. C. Brookes (1,172 F.R.P.).

Best opposite class: R. Smart (1,172 B.S.T.S.).

Souvenir, Class A: Miss Pamela Price (1,172 Price Special).

Souvenir, Class B: D. Read (1,172 Dellow).

SINGER O.C.

THE Singer Owners' Club has moved its headquarters to Ashton's Hotel, London Street, Paddington, W.2, and in future meetings will be held there on the third Wednesday in the month at 8 p.m., when all members, prospective members and friends will be made welcome.

GLASGOW PHOTO EXHIBITION

SQUEEZED out of our last issue was the information that Wm. Blackadder, Ltd., of Glasgow are holding an exhibition of motor-racing photographs from 1st to 8th November (tomorrow) at their showroom at 341 Sauchiehall Street, C.2. Times daily are 9 a.m. to 5.30 p.m.

LONDON T

Rain as Usual in the .
Complete 56½ mile Journ.



(Top, left) Stirling Moss, Sally Weston and entrant F. S. Bennett wait patiently whilst the transmission is adjusted on the 1903 Cadillac



(Centre, left) Gerry Dunham sets off from Hyde Park on his lonely run with his 1901 Corro

(Below, left) Basil Davenport's 1902 Century Tandem forecar arriving safely at Brighton



If there were any doubts about the present popularity of veteran cars, a visit to Hyde Park last Sunday morning at the start of the R.A.C.'s annual Run to Brighton, would have dispelled them completely. A splendid entry of 163 cars, all manufactured prior to 1903 was received, and a record crowd of spectators was present long before the 8.30 a.m. starting time, despite cold and rather miserable weather. There were only 11 non-starters, and 143 machines arrived at Brighton within the time limit—more than ten times the number of finishers in the original run on 14th November, 1896!

Small wonder that motorists, motor cyclists, cyclists and pedestrians of all ages thronged the Park on 2nd November, 1952, for the scene was a delightfully intriguing one. There was the astonishing 1904 Spyker of F. Reece, its horn in the shape of a serpent with fangs bared, the stage-coach-like 1903 White steamer of D. G. Backford, W. Hull's 1902 Wolseley with leather mudguards, and R. R. Bath Burley's 1901 Panhard

BRIGHTON

**Veteran Car Run—94%
e Crowds Line the Route**



(Above) R. Barton's 1914 Wolseley at Pease Pottage with Maurice Gattionides nearest the accident

(Top, right) The Lewis-Evanses, père et fils, in their 1896 Benz dog-cart

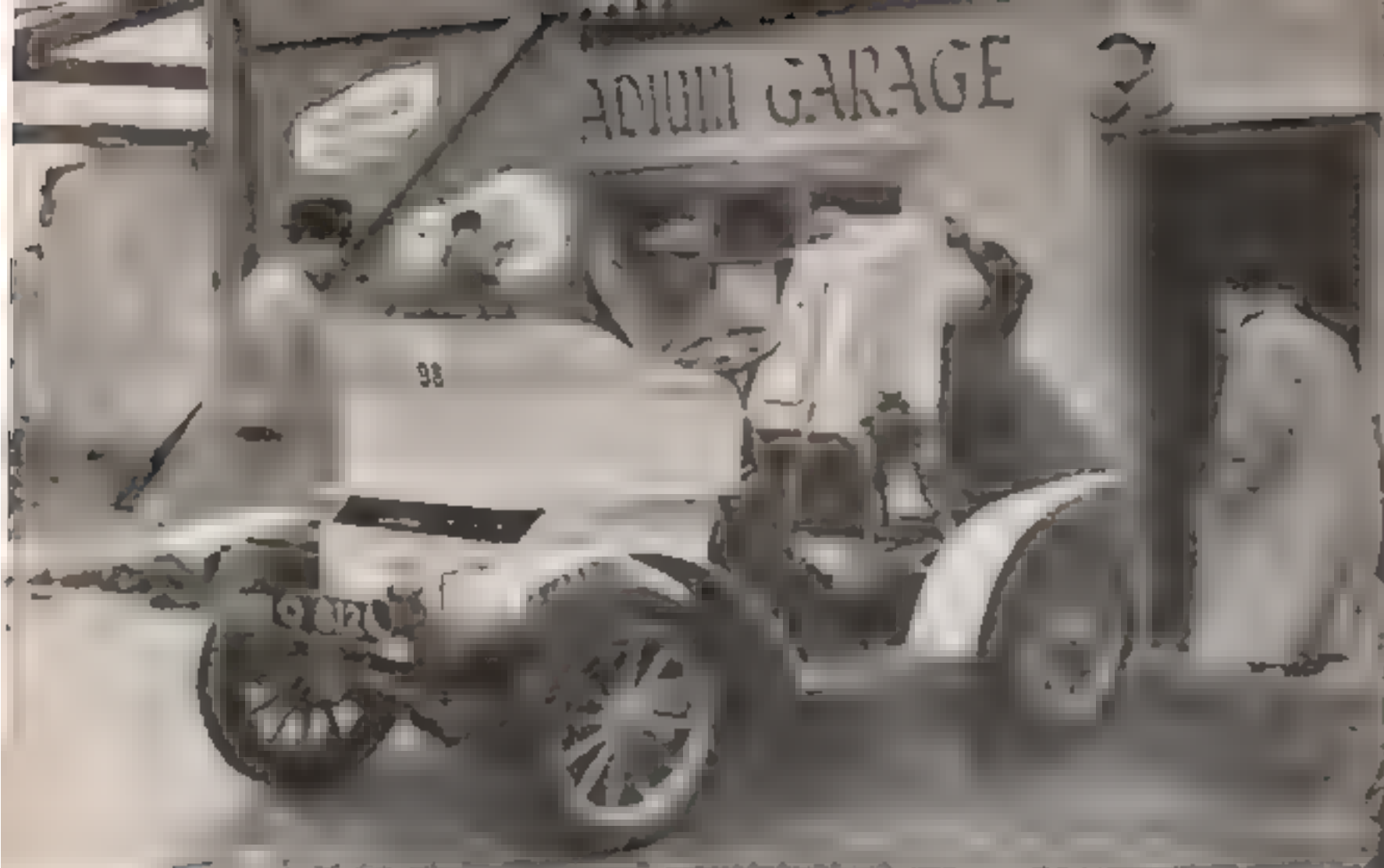
(Centre, right) Jack Fairman in the "look out" seat of R. A. Shaw's 1903 Rex

(Bottom, right) Ken Smith and R. G. Forster in the latter's 1903 de Dion Bouton

et Levassor, proudly bearing its name *Le Papillon Bleu*—on a brass plate attached to its nose. C. W. Rowe's 1903 Renault had wheels with spring spokes, which according to its mathematically-inclined owner, covered a greater linear distance during the run than the car as a whole. E. P. Shaw drew a crowd as, to the accompaniment of strange, buzzing sounds, he tuned the trembler coil of his 1902 Beaufort, and others watched in awe when hand pumps, methylated spirits and matches were applied to tube ignited engines.

For the technician, too, the starting point was of absorbing interest. Here was a live history of the first few years of the motor industry; single-cylinders and multis, horizontal and vertical, with strange and often complicated valve-gear and ignition systems, early evidence of the war between the advocates of various types of suspension, and final drives by shaft, belt, or chain, each bringing its own problem to the designer of a change-speed mechanism. The historian could rhapsodize over the styles of coachwork





PIT STOP: The 1903 de Dion Bouton of T. Seaton halts for attention at Pease Pottage.

portion were gathered along the route making in parts a narrow lane of the modern highway, while spectators' cars, many of them vintage models, lined the grass verges. Outside Crawley, on the by-pass, people stretched for over a mile on either side of the road, and as one veteran negotiated the roundabout with particular difficulty, someone was heard to say, "They didn't have clutches in those days!" Col. Hancock's 1902 de Dion suffered mild fuel starvation, but responded to probing with oddly shaped pieces of wire.

Near Handcross, J. M. Edwards' splendid 1900 Soames steam car, which looks remarkably like a showman's traction engine, broke its nearside jockey pulley, yet the crew somehow carried on to the finish. Less fortunate was E. P. Shaw, who tried vainly to repair his 1902 Beaufort when it sheared a back axle pin. R. L. Green managed to jury rig a broken exhaust manifold on his 1903 Humberette, and S. M. Thomas got oil on the contact-breaker of his similar car. A stupendous effort was made by Major G. S. Taylor, who removed the damaged rear axle of his 1901 Renault completely, carried it off to a garage, repaired it, and reassembled the whole, arriving at Brighton within the time limit.

Not laughter, but cheers and applause greeted the finishers as they arrived at Madeira Drive in a typical Veteran downpour. The first to appear was G. H. Lanchester, in Upton's 1902 Lanchester, who was met at Pycombe by the Mayor of Brighton (Alderman Miss Dorothy E. Stringer, JP) and escorted to the finish to receive the traditional pennant; he arrived at 11.35 a.m. Next came M. E. Davenport's 1901 Progress, M. J. Day's 1901 James and Browne, and Air Chief Marshal Sir Alec Corydon's 1902 de Dion Bouton. In all, 94 per cent of the starters reached the finish before 4.0 p.m., thus qualifying for a souvenir medal, a replica of the original awarded to those who took part in the 1896 run. Despite the heavy rain, most of them afterwards took part in the Parade around Brighton, and some, scorning the use of lorries or trailers, even drove their machines back to town again that night.

London to Brighton—continued

voiturette, tonneau, phaeton, wagonette, limousine, surrey—the very names are lyrical. And then, when the starting time came, there was that wonderful cacophony of sounds provided by low r.p.m. detonations, exhaust whistles, bells, deep-throated bulb horns, and the all-embracing clatter of transmissions.

Unfortunately, the non-starters included "Beelzebub", S. C. H. Davis' 1897 Leon Bollee which reached the Park but thereafter resisted all attempts to bring it to life; this is the first occasion on which Sammy Davis has failed to take part in the Emancipation Day commemoration. F. J. Pidgeon's 1897 Huru had an involuntary stop before leaving the Park and in the Mall Stirling Moss was seen helping F. S. Bennett to adjust a slipping top-gear band on the latter's 1901 Cadillac, the only car in the event driven by its original owner. They soon got going, however, and had a trouble-free run to Brighton, although the crew had to become a rather noisy one when their audible warning device ceased to warn.

On the whole, stoppages were few. The police were most helpful, most modern cars gave way to the virtually brakeless veterans, and traffic lights were usually ignored. And if the crowds along the route were inclined to laugh at the sight of these odd contrivances, well, it was friendly laughter, and we all tend to ridicule the products of another age.

At Brixton T. E. Johnson's tiny-wheeled 1902 Star stopped with carburettor trouble, and Philip Fotheringham Parker had the first of nine chain breakages on his 1899 Century Tandem. Later, he had to halt every half-mile to fill up with oil, his crankcase having developed a crack, but reached Brighton with 15 minutes in hand. Near Redhill, D. W. Dugard Showell had ignition trouble with his 1900 Argyll, and G. A. Anderton had a nasty moment in Stanley Reece's 1904 Wolseley. A modern car stopped suddenly in front of him, he was quite unable to compete with the efficiency of Lockheeds, and Mrs. Anderton was flung out on to the road, fortunately, she escaped with bruises and shock.

PIT STOP: Another de Dion Bouton this time W. Pilmore-Bedford's 1901 model, also seen at Pease Pottage.

Among the first to reach Reigate were R. J. Stephens' 1898 Stephens and G. A. Upton's 1902 Lanchester, the latter driven by G. H. Lanchester, running well ahead of time; although the Veteran Run is not a race, a pennant is presented each year to the first to reach Brighton, so that a spirit of competition does exist. Non-competitors were screeched out of the way by the strident clang of the large bell on Vernon Ball's '03 Oldsmobile. Peter Hampton (1902 Peugeot) sported a blue crash hat, and W. Pilmore-Bedford's 1901 de Dion was chock-full of passengers. R. F. Collinson seemed worried by the accompanying traffic, and shortly afterwards stopped to change a broken valve cotter on his 1902 Renault.

Again the competitive spirit was displayed as E. H. Jarvis' 1899 Panhard whipped past A. Tyler's 1899 Decauville (which, surprisingly, bore a G.B. plate) on the gradient, and S. E. Sears provided a "Gordon Bennett" touch as he swept through in his 1904 18.28 Mercedes, immaculate in white and red. G. F. Hodgkinson was another to suffer through lack of anchors, losing the starting handle of his 1904 de Dion when a modern car cut across him near Reigate, and at Lowfield, N. V. Reeves had to attend to the carburettor of his 1899 Benz dog-cart.

Crowds of almost Mille Miglia pro-



Retirements and Late Finishers

Miss J. M. Collinson (1900 New Orleans), L. M. Austin (1900 de Dion Bouton), R. C. Porter (1901 de Dion Bouton), T. E. Johnson (1902 Star), E. P. Shaw (1902 Beaufort), D. R. Gilbert (1902 Arrol-Johnston), Dr M. W. P. Ward (1903 Vinot et Deguingand), F. S. Rowden (1903 Arrol-Johnston) and N. T. Beardsell (1904 Humberette).

BRIGHTON BREVITIES: "Pop" and Stuart Lewis-Evans, arriving at Brighton, started to investigate some loose spokes on their 1896 Benz dog-cart, and found one back wheel in two pieces, held together only by the tyre. S. R. Richardson (1904 Wolseley), troubled by lack of power, discovered that he hadn't released the handbrake. G. M. Gee made good use of his Stepney wheel when his 1904 de Dion Bouton developed a puncture. Commodore C. L. Woolford, R.N., broke an exhaust valve on his 1895 Leon Bollée during the Parade. L. Briggs's 1904 Humber Olympia Tandem jammed a piston ring



(Above) C. W. P. Hampton wisely dons a crash-hat for protection against the weather in his 1902 Peugeot. He is seen at Redhill.

(Left) J. M. Edwards's 1900 Soumes steam car puffs contentedly into the finishing enclosure at Brighton.



Competitors who would like a composite recording of interviews and other interesting excerpts from the event should contact Hamish Orr-Ewing.

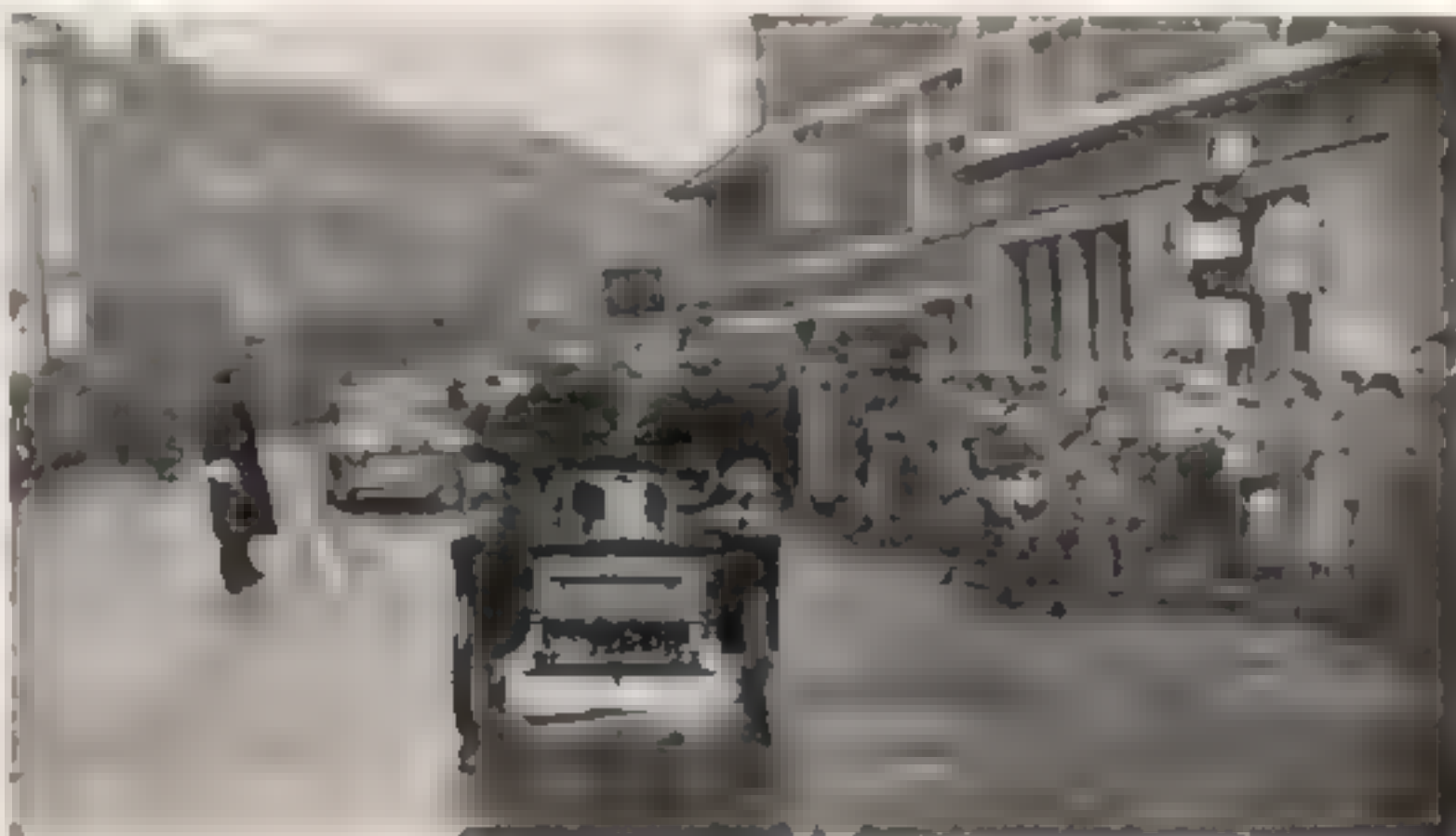
J. W. McC.

N.L.E.C.C.

On Thursday, 13th November, the North London Enthusiasts C.C. will hear a talk by Jim Mayers on his racing experiences with the Lester-MG Monkey Stable. Team manager Peter Avern will also be present, and Pat Griffith and Michael Keen are expected. The meeting takes place at the Green Man, 128 Hale Lane, Edgware, Middlesex, beginning at 8 p.m. All are welcome.

on the way to the start but still reached Brighton. A. C. Fairclough's 1904 Panhard et Levassor bent an exhaust valve, but also finished. E. O. Corkett's 1901 de Dion Quad had been buried for 20 years in a garden. According to a press bulletin, Bill Browning (1900 New Orleans), owing to a recent illness, was followed throughout by his doctor in a tender car. In actual fact, the zealous "medico" was Barclay Inglis mit Allard. At a cocktail party an American motoring magnate was heard to say, "I just had to fix me a business trip in Europe to coincide with the great Run!" Perhaps the most gallant effort of all was that of D. R. Gilbert and his crew, in J. C. Sword's 1902 Arrol-Johnston. When an inlet valve broke, 4½ miles from Brighton, they pushed the 12 h.p. dog-cart for three miles, but finally had to give up, being outside their time limit.

J. H. S. Guest's 1901 de Dion Bouton at the end of Purley Way.



Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

Rapiers and the Lagonda Club

IT was with interest that I read the suggestion made in *AUTOSPORT* by G. D. Speight of Sheffield on starting a Lagonda Raper Register or something similar.

In these days when a considerable "falling off" in entries for events is being noticed by most clubs, it seems a pity to waste time and energy in duplicating organizations catering for the same make of car.

The Lagonda Club caters for all members owning Lagonda cars of every type including Rapiers. Special awards are frequently offered to Raper owners in events, handbooks are available on loan, a spurs register kept and all Raper owners in the club are only too pleased to pass on information—at present 33 members have Rapiers.

May I respectfully suggest that all you Raper owners who feel lonely and forsaken write to the Hon. Secretary of the Lagonda Club who is: A. K. Audsley, Greenways, Hedgerley Lane, Gerrards Cross, Bucks, and who will be most pleased to hear from you; prospective new members are always welcome!

T. HARRY WARHAM

HATTON, NEAR WARWICK

Who are the Best Drivers?

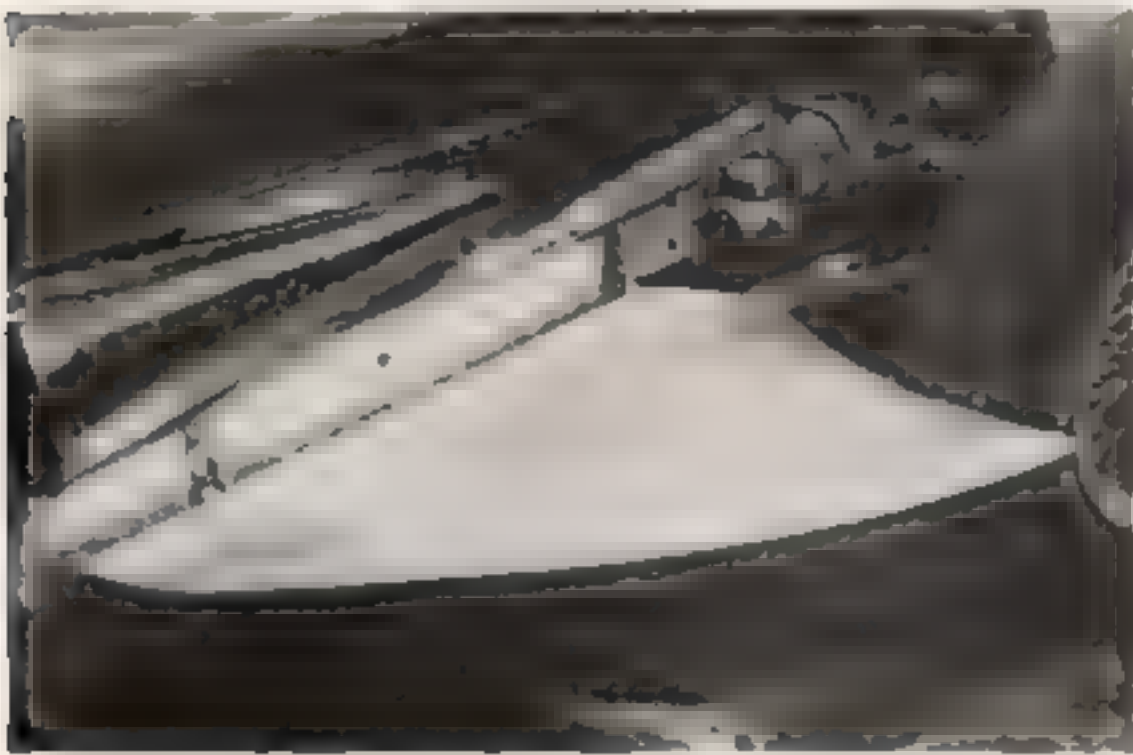
ON reading the letters from your correspondents in recent copies of *AUTOSPORT* regarding the merits of various famous racing drivers, I am prompted to suggest that surely the mounts of those drivers named are more than somewhat responsible for their fame. For instance, I wonder how some of the drivers in the top flight would compare against our own "Half-Litre" chaps if you were to put them all in "500s" and let them loose on a circuit that they all knew equally well. Barring the hazards of mechanical failure I feel sure that the results of such a race would be surprising and the race itself most entertaining.

I have purposely refrained from mentioning any names as I consider comparisons to be odious, but on looking back I remember one famous Italian driver performing at Brands Hatch, but very quietly.

On closing may I thank you for your constant efforts to please everybody and succeeding so very well!

J. D. BAXTER

OLD COLLISON, SURREY



Those Taped-up Headlights

MAY I offer a suggestion that in sports-car races the protection given to headlights in the form of strips of tape across the front of the glass should be banned? After all, no other component gets any special protection, and if there is any danger of the headlights falling to pieces due to the vibrations set up by high-speed motoring, then surely it is up to the makers of electrical equipment to turn out better headlights which are not so fragile? Just so long as they continue to be treated delicately, there will be no incentive to make them more robust.

E. BACKWELL

FEEDS

Taping is to prevent breakage due to flying stones, etc.—ED

That F2 Engine

I view with hope the promise of the forthcoming engines for next season's Formula 2 cars; it is, however, a great pity that once more it looks like being a case of "Too little, too late." Why, oh why, do we British have this last-minute flurry of trying to coax a few more horses out of engines that have proved to be wanting in stamina or punch, or conversely of designing a "world beater" in time for only one season of racing during which period the teething troubles have also to be ironed out?

The smaller concerns are having a go at the problem—hats off to them for their courage and enterprise, but they, unfortunately, can only go as far as their slender resources. If only the big names in the industry would shake themselves out of their "dollar lolly" complacency and see that prestige gained in Grand Prix is a pointless asset. The Ferrari engine for Formula 2 appears to be a very straightforward design with nothing very startling about it, excepting its performance! What about starting on an equally straightforward design from this island now, so that we can be ahead when the new Formula 1 commences?

G. W. JONES

CHESTER



THOSE MYSTERIOUS FINS: Twenty-nine years change in anti-splash guard fashions—the modest fins on the 1923 2-litre Rolland-Pilain (above) and the generous cut of those on R. R. C. Walker's Delage-E.R.A. (left), seen at Goodwood this year.

Back to 1923 . . .

WELL, perhaps I am older than those others who have written on this question, but I clearly remember seeing those fins behind the front wheels (not so large of course, as on recent Alfas, etc., but certainly as large as on the Lory Delages) on the two G.P. 2-litre Rolland-Pilain cars raced by Albert Guyot and Pierre Delalande at the first San Sebastian Grand Prix held at Lasarte in 1923.

A. F. NAVA

BARCELONA, SPAIN



Peter Cavanagh's mysterious 4 1/2 litre Lagonda

A Mysterious Lagonda

I AM the owner of a rather intriguing 4 1/2-litre "one off" Lagonda and after trying in vain to trace its history I am wondering if I might encroach upon the pages of AUTOSPORT in an appeal to your readers to identify this motor-car.

The owner who re-registered it in 1942 as an ex-government vehicle (probably the ex-property of some unknown fighter pilot) knows *nothing* of its pre-war history except that he purchased it quite legitimately at a W.D. sale for £25.

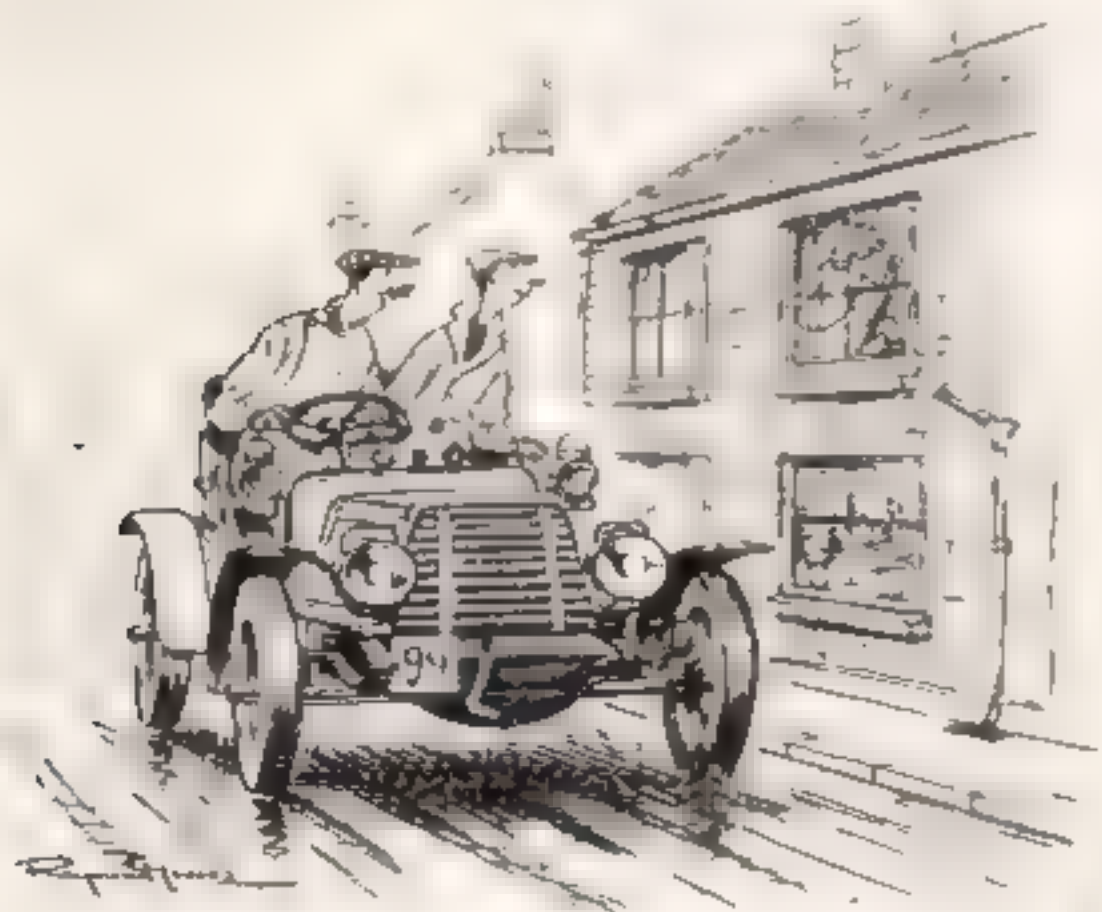
Nothing is known of its origin by Lagonda, Fox and Nicholls or Davies Motors (records were mostly destroyed by enemy action) and I cannot help feeling it was intended for competition work, for it has a close-coupled 2+4-seater body with an enormous 50-gallon slab tank. Two peculiar air ducts are situated in the front wing valances leading to two down pipes ending abruptly in front of the running board, presumably to cool the gearbox or cockpit originally. The car now rebuilt by me as per original, has an added front dumb iron apron and the air pipes are used to cool gearbox and feed fresh air to carburettors.

The dash board also seems to be a one-off effort as do the André Telecontrols of 1934-35 origin. Every bolt and nut was wired including the small nuts round the backs of the speedo and rev counter clocks, all pointing again to a long race or rally. In her condition before I cut weight down she only stood in at about 25 cwt., the acceleration being somewhat phenomenal in spite of carburation and ignition being all over the place.

Engine and chassis number is M-45/245 (1934-35 as near as can be ascertained).

PETER CAVANAGH

ORPINGTON, KENT



"One thing they did appreciate in those days was the importance of an excellent all-round view"

Ducettier



DUCETLIER lamps have been fitted to fine cars since 1900; the recent veteran car run to Brighton gave enthusiasts an opportunity of examining such lamps as that shown above.

DUCETLIER have maintained their pre-eminence as makers of optically superior lamps, of attractive design and superb quality, in 1952.

May we have the pleasure of sending details to YOU?

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R.A.C. meets the Clubs—*contd. from p. 595* proposed, of the existence of Scotland. Sedgwick (B.D.C.) formally moved his amendment, and Chappell (Kentish Border C.C.) was first to second it. Lord Camden (Committee) reminded the meeting that, whatever decision it might reach, the Committee had no power to accept it, but only to pass it to the Executive Committee of the R.A.C.

Lord Howe then asked for a show of hands on Sedgwick's amendment, which was carried and became the substantive proposal. A vote on this also succeeding, he promised that the point would go before the Executive, and, if the question had not been satisfactorily dealt with before the next Conference, it would come up again.

The belated tea break served to reduce co-efficients of friction, and Freedman (Lancia M.C.) resumed with a question as to the desirability of issuing Competition Licences to the holders of provisional licences, with the result that competitors had taken part in National rallies with L-plates. Col. Barnes informed him that this matter was on the Committee's next Agenda, together with the question of disabled drivers. Dewey (Southsea M.C.) recommended the issuing of an annual set of standard Regulations, so that Clubs need only add and print such appendices as were necessary, to which Col. Barnes replied that he had mentioned in his Report that this scheme was receiving attention, and would have been introduced before but that some Clubs elected to maintain their own forms of wording. The East Anglian M.C.'s representative brought up the subject of competitors acting as R.A.C. Observers with special reference to trials. J. M. Toulmin (Committee) replied that a competitor got a better view of the event than a spectator, could see what delays built up, whether spectators' cars got in the way, etc., and that the present Observer system had worked well. Discussion followed on the charges for observers in various classes of event, and Tooley (Herts County A. & A.C.) drew attention to the high cost of Closed events. He asked whether a Balance Sheet would be produced; if the charges were to continue and whether a reduction in the case of Associated Clubs were likely. Lord Howe answered that Mr. Ferguson, who dealt with financial matters, was not in the room, and that he could not therefore comment on this point. Col. Barnes explained that the fee for Associate Membership covered certain specific rights available to all Associate Members, and that the Associate fee had no connection with the other charges.

J. M. Toulmin (Committee) reverted to secret checks, and explained that the Home Office had suggested, a year or so ago, that some action was necessary to prevent excessive speeds in the interest of the public and of competitors alike; they had accepted the system of secret checks and appeared satisfied with it. He asked that Clubs realize that the R.A.C. are trying to check the genuine offender only, and to appease the annoyed public. Freedman (Lancia M.C.) asked whether the R.A.C. approved of competitors being notified when they had passed the police control, and Mr. Toulmin replied that rigid discipline could not be enforced in this matter. D. G. Flather (Committee) did not wish it to appear that the Committee disagreed amongst themselves, but he could not concur; the secret check was to make people careful and nothing should be said, in his view, until the event was finished. Col. Barnes referred to the possibility of having behaviour checks as well. Inglis

(Eight Clubs), in the absence of Birkett, reverted to that delegate's original remarks, which he repeated to ensure that they had been understood; he could offer no alternative suggestion to the secret check as now operated, but hoped that one without the existing defects might be found. Summing up, Col. Barnes said that the fatal accident in the London Rally was unconnected with the question of secret checks, and might have happened anywhere. A general discussion of means of controlling the irresponsible few ensued.

Dewey (Southsea M.C.) complained that his Club had given four Press representatives a criticism of the R.A.C. on a certain point; three did not print it, but one did. Ought there not to be a liaison between the R.A.C. and the Press to stop such publication? A speaker interjected that, if they gave the information to the Press they couldn't be surprised if it were printed. For the Committee it was explained that there was a Public Relations Officer for the R.A.C., but that the Competitions side could not afford such an official of its own. (If comment may be offered, it is to question the wisdom of this state of affairs, relations between R.A.C. and competitors, and the status of the sport as a whole might well benefit from the activities of such an officer, and it seems ridiculous that the Competitions Department, with its extensive national and international activities, should be denied its share of the P.R.O.'s time.)

Freedman (Lancia M.C.) queried whether anything was being done to enable holders of foreign competition licences to compete in other-than-International events—a question which he had raised at last year's Conference. Col. Barnes replied that the matter had been taken up, but that the International Code still stands. He was not without hope that time might alter this. Appleton (London M.C.) queried the sizes of trials tyres, and D. G. Flather (Committee) answered that the original instructions had been found to be too loosely worded. Competitors must use the standard rims of the production car, but might increase (or decrease) the tyre size by half an inch—this would shortly be publi-

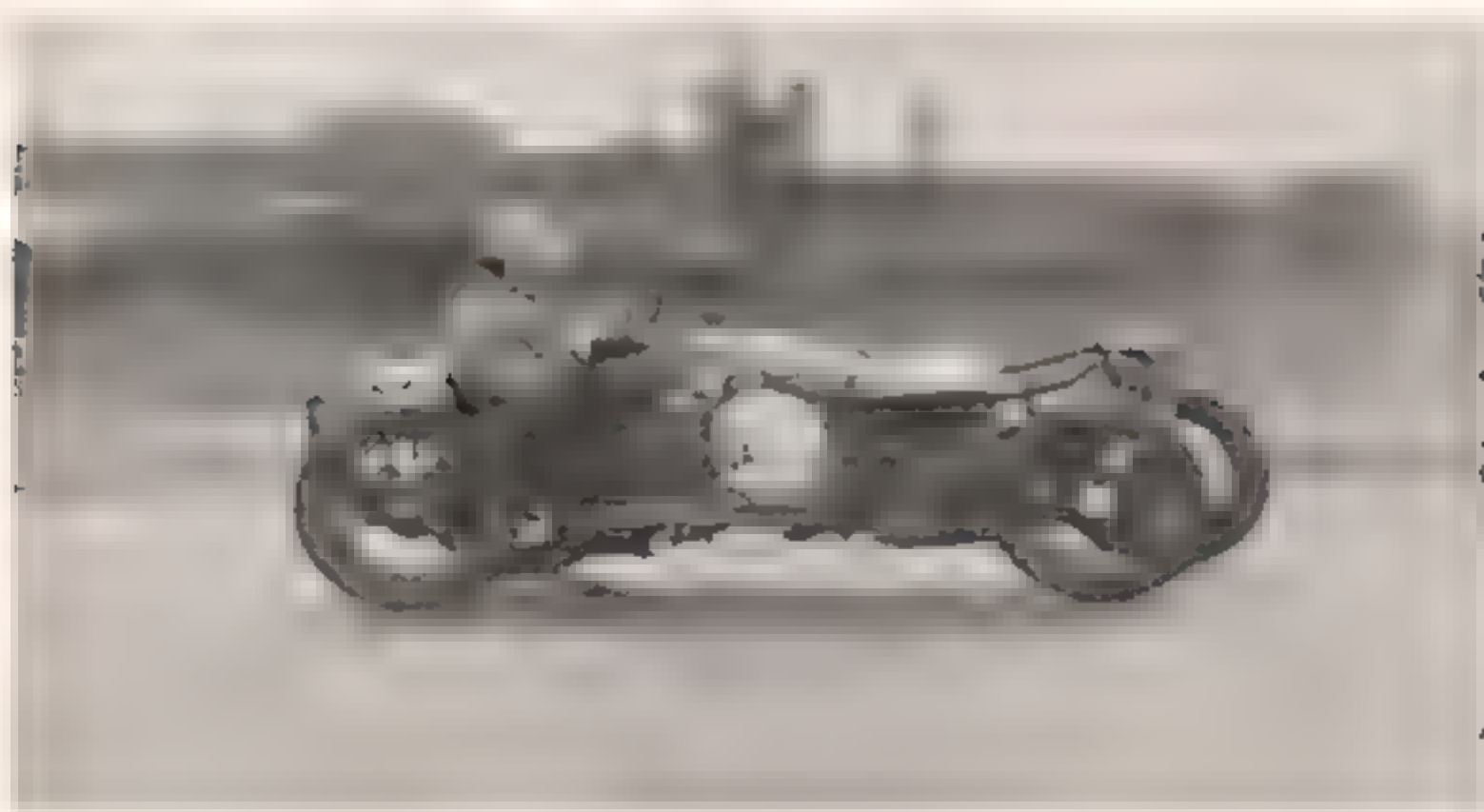
cized. Brymer (West Cornwall M.C.) spoke of the fact that trials were now confined to certain specialists—no longer feasible for the owners of production sports cars as they used to be. Could definite events be organized from which "specials" were barred, these to be run over ordinary terrain? Col. Barnes sympathized with this viewpoint and suggested that salvation lay in the Clubs' own hands, were they to organize a series of such events. Wrigley (Berkhamsted M.C.) proposed a maximum ground clearance, and D. G. Flather foresaw the eventual passing of the present phase and the dawning of one in which production sports-cars could take part over non-damaging courses.

The next speaker had an Austin 7 of 6 ft. 5 ins. wheelbase and knew of another similar car—incompatible with the 6 ft. 6 in. regulation. He also asked what could be done about the rear seat rule: he had carried the leather covering back over the tool-box although the seat ended 6 ins. further forward, and had been nearly turned down on the seat squab measurement. He then enquired whether motor-cycle tyres were permissible on the front wheels of cars. Mr. Flather answered that there was no intention of excluding Austin 7 chassis, and that since 1928 all Austin 7's wheelbases had been over 6 ft. 6 ins. If any were less, they were in the minority. The squab question was one for the scrutineers. Motor-cycle tyres were out—permissible up to May, but since excluded.

It was suggested that next year's Conference should again be held in Motor Show week, as it enabled long-distance travellers to combine both events. Lord Howe endorsed this remark and summed up, whereafter Col. Barnes provided the meeting with a happy note upon which to leave by confiding that, during the Conference, he had heard by cable that the British entry for the Monte Carlo Rally had been increased to 117—the figure for which he had been pressing, since he had 116 approved entries from this country and one from Australia. With which feeling of achievement the 1952 Conference of the Motor Clubs dispersed.



BABY "BUG." Peter Rivers-Fletcher with his miniature G.P. Bugatti, after driving several laps of the Dorchester ballroom during the recent B.O.C. dinner/dance



SKELETON SPECIAL: G. V. Coles's 14 M.G. Midget at speed during the recent Tarrant Rushion speed trials, reported in last week's issue

News from the Clubs

BURNHOPE ALL-NIGHT RALLY

THE Burnhope and District M.C.'s all-night rally on 18th/19th October attracted a total of 30 entrants, both car drivers and motor-cyclists. A considerable amount of map-reading was included in the event, which covered just over 300 miles in Northumberland, the Lake District and the Yorkshire Dales. The most difficult section was one of 101 miles from Keswick through Seatoller, Buttermere, Calder Bridge, Hardknott Pass, Wrynose Pass, Kirkstone Pass, Penrith and back to Keswick. This eliminated all but nine competitors, only five of whom were still unpenalized, and later all lost marks in a consistency test on a five-mile circuit.

RESULTS

Donald Bass Trophy and Replicas: G. H. D. Hall (Humber Hawk), 2 J. M. Procter (Healey).

Navigator's Plaque: Miss B. Brennard

1st Class Awards: P. G. Walton (Hillman), T. A. Boothroyd (Sunbeam Talbot), H. Palmer (Standard Vanguard).

2nd Class Awards: B. E. Smith (M.G.), Dr. R. D. Oliver (Austin), J. R. Whitfield (Austin).

V.S.C.C. RALLY

THE first event organized by the Eastern Section of the Vintage S.C.C. was a short rally, which took place on Sunday 26th October, starting from Bedford at lunch-time and finishing at tea-time in St. Ives, Cambridgeshire. In view of the success of the event, the Eastern Section hope to make it an annual fixture.

RESULTS

Premier Award: Dr. Pinkerton (Austin 7).

1st Class Award (Vintage): J. Willard (Morris Minor).

1st Class Award (Non-Vintage): Dr. D. P. HARRIS (Frazer-Nash)

SOUTHEAST INTER-CLUB TRIAL

THE Southsea M.C.'s second annual Inter-Club Team Trial and Hunt Trophy Trial will start from the Deers Hut Hotel, Longmoor near Lipbook, Hants, at 11 a.m. on Sunday 23rd November. A minimum average of 5 m.p.h. is set for the 10-mile route, which will include observed sections and special tests. The awards include the "Southdowns" Team Trophy (at present held by the London M.C.) and the Hunt Trophy for Southsea M.C. members. Entries, which close on Tuesday, 18th November, should be sent to S. A. Faulkner, 113 London Road, Waterlooville, Hants.

RHYL NIGHT RUN

THE Rhyll and District Motor Club staged their Autumn Night Navigation Run on Saturday evening, 25th October, starting at 8 p.m. Although the average speeds were far from strenuous there were many returning motorists who had thought better of staying completely lost for the night on the lesser known by-ways of Denbighshire and Flintshire, and retirements were surprisingly numerous. Even an hour and a half after the event was officially over there were frequent 'phone calls from the most peculiar places asking for directions home to Rhyll.

The distance was only 75 miles with twists and turns every half mile or so and the navigators had to work overtime finding the route, tracing queer signs painted on junctions and last but not least pin-pointing map references.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

whilst on the move. The question the competitors are asking is: "How did the marshals find their way to their posts?"

The first four home were, in order of merit:—1, Alvin Robinson/T. McLellan (Austin 7); 2, Robert McLellan/B. Mullan (Austin 7); 3, J. Esmor Thomas/D. Martin (Standard 9); 4, A. H. Rutt/J. Rutt (Jowett Javelin).

CHILTERN HILLS TRIAL

THE Chiltern Car Club have been busy organizing their Annual Chiltern Hills Trial to be run on the 7th December, starting at High Wycombe. This year the Club have been able to return to familiar trials haunts in the Chilterns and, although some of the locations are not original, the sections are completely new, and cannot help but provide some real tough problems for trials drivers. Included in the event will be a short Moto-Cross in the form of a timed circuit in a wood, which will also count as a special test. The total route involves only 25 miles from start to finish at Marlow, but includes 10 tough sections, the "Moto-Cross" and a special test. This Trial has been organized by trials drivers for trials drivers, and awards will be available for both 1952 and 1953 R.A.C. Formula cars. Investigations are being made in the hope of getting this event either televised or filmed.

N. LONDON M.C. "DOINGS"

THE organizers of the Find-Your-Way Navigation Competition, run by the North London M.C., on Sunday, 26th October, certainly found some remote corners of Hertfordshire in which to stage their latest activity. The 41 competitors in the event started from Hadley Highstone, Barnet, and made their way to such obscure places as Howe Green, Noah's Ark Farm, Bakers End and Cold Christmas.

No club members "disappeared" on this occasion but all arrived at The Feathers at Wadesmill, where Mrs. Mason had arranged an excellent tea and where long discussions were heard on the afternoon's adventures. The winners proved to be P. C. Cobb and family in a Hillman Minx saloon.

In view of the remarkable success of the last "Scrounge Run" organized by the Club it has now been decided that another of these will take place on Sunday, 16th November, starting from the slip-road at Hadley Highstone, Barnet, at 2.15 p.m. Full details will be given at the start. The event is not restricted to members, and anyone interested may join in.

A most interesting film show has been arranged for Wednesday evening, 3rd December, commencing at 7.45 p.m. at the White Lion Hotel, Edgware. Admission will be free, by ticket only, those requiring tickets should forward their names and addresses, stating the quantity required, to the Hon. Secretary, G. F. Luck, Esq., 27 Ferney Road, East Barnet, Herts.

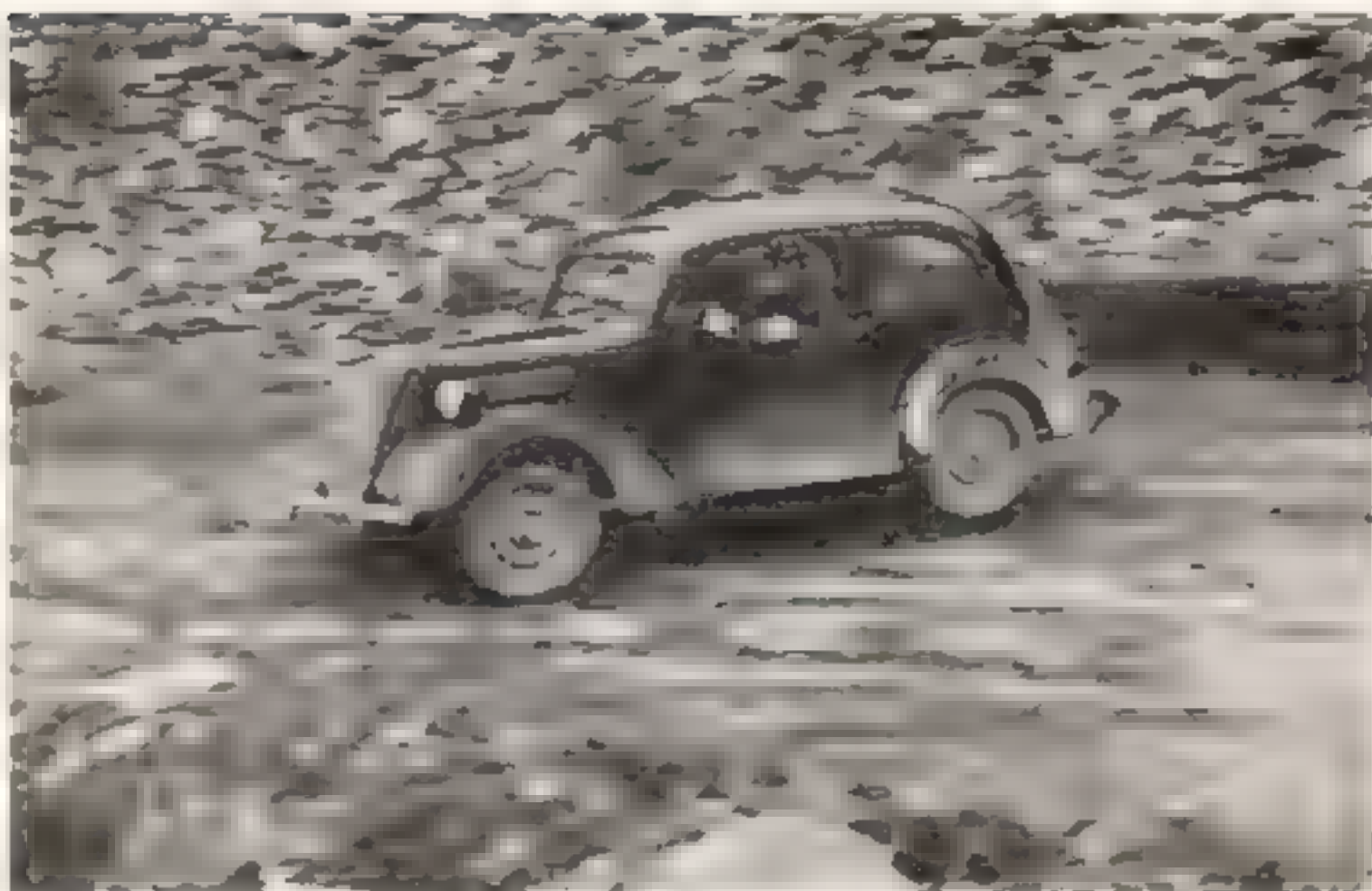
LIMERICK AUTUMN TRIAL

J. O'Mahoney (M.G.) Wins Premier Award

FOLLOWING much the same course as their famous Winter Trial, the Limerick Light Car and Motor-Cycle Club's Autumn Trial was an excellent day's entertainment for competitors and spectators alike. Starting from the Dock Road at Limerick on Sunday morning, competitors were greeted with sunshine and fine weather after a very wet storm overnight and in the earlier part of the morning. The first part of the route through Annacotty, Barrington's Bridge, Pass Moree and Glenstal was fairly easy, the course having been dyed by the Club the previous day and re-dyed that morning by competitor number one, Club Chairman Dick Nash. No time schedule was in force and most of the entry travelled in convoy, making navigation even easier.

The first point at Clase River should have been the scene of a timed turning test but was, for some unknown reason, abandoned as such. From Clase River the course travelled via the main Newport/Rear Cross Road to Culley Rocks near Rossagule Bridge where an acceleration and braking test was held. In this test Val Baker was best in his neat little Ford Special with a time of 23½ secs. Next best were all TD-type M.G.s—J. O'Mahoney with 24½ secs., D. Conway 24½ secs. and Dick Nash with 25½ secs. The best saloon was Colm Hogan's 1½-litre M.G.

After this test competitors followed a route to "Derry's Dilemma", a very steep, narrow and slippery lane between two high banks and having a badly rutted surface. This section was observed and strangely enough, despite the previous heavy rainfall, it failed no machine other than Joe Garry's Austin A.40 saloon, who, therefore, made a score of minus five marks at this point. Shortly after "Derry's Dilemma" came a somewhat difficult driving test at "Cromwell's Triangle" near Ballyhourigan. The triangle was in the T-junction of two country lanes and was marked out to have sides of approximately 100 feet in length and very sharp corners. The requirement here was that competitors should make one complete circuit of the triangle in a forward direction, clockwise, and one circuit anti-clockwise in reverse! Dick Nash started the ball rolling with a very nice run in 48½ secs. and Joe O'Mahoney came very near it with 48½ secs., although not appearing to be fast, but then along came Henry Morrogh in a Ford Ten-engined Anglia saloon several years old and fairly hurled the little car round, sliding the tail round the tight corners on the hand-brake and lifting his nearside wheels well off the ground—his time, 47½ secs., a figure to remain unbeaten for the day. A number of people hit the bank unmerciful clouts but, fortunately, it was fairly soft and caused no serious damage. Both Billy Spillane (TD) and D. Conway (TD) managed to drop one rear wheel into the ditch good and proper whilst reversing round the last corner. Dr. B. Blake's rebuilt Wolseley Hornet tourer appeared to have little or no lock until it was observed that when he turned the steering wheel to the left one of his front wheels turned to



HENRY'S BRONCHO! Henry Morrogh fairly slings his Anglia through the hairpin in the timed hill-climb at the Portroe Slate Quarries.

the right! A little matter of a trailing track-rod arm seemed to be the cause of the trouble. Joe Garry was very neat here with his A.40 saloon and A. Canty in an elderly Singer Nine saloon was extremely good with such an obstructed rear vision, despite giving the bank a healthy clout on the first corner.

Straight from Ballyhourigan to Nenagh for a sensible lunch stop where everyone was given ample time to enjoy their solid and liquid refreshment. The afternoon session started with a sort of unwritten mutual consent of all marshals and competitors when everyone was quite prepared to make a move. Great stuff these unhurried events where everyone can take a little time off at each test or section and watch his opponents going to work! First point after lunch was our old friend Freddie's "Eight described on the route card as 'Timed Watersplash and Hill-Climb'—it actually consisted of a run down a track on to the bed of a stream in which was a pylon around which competitors turned, returning back up the track to the road, all on the watch. This was a somewhat nerve-racking performance during the Club's "Winter Trial" when the stream was wide and looked fairly deep; this time, however, the stream was merely a trickle and Freddie didn't give competitors such a fright after all. Joe O'Mahoney was best here with his TD returning a time of 24½ secs., next best were two very creditable performances by Canty in the Singer saloon, 26½ secs. and Morrogh in the Anglia with 27½ secs. Next point was at the Slate Quarries in Portroe where a timed hill-climb was held which included one complete hairpin bend and two fairly tricky corners. This really brought in the delightful flavour of a genuine speed event and was most popular with competitors and spectators alike. Fastest was Dick Nash's M.G. TD with a climb in 31½ secs., O'Mahoney's TD was second best with 33 secs. followed by Val Baker in the little Ford with 33½ secs. Despite a run which did not look very fast or impressive but was very clean and neat,

Morrogh in the Anglia lifted his nearside wheels well off the ground taking the hairpin, put them back, then lifted them up again coming out of the corner very near the outer edge. Billy Spillane fairly hurled his TD into the first right-hand corner the tail sliding out very wide to one side then to the other on correction. He was very quick for the rest of the way so that slide must have cost him a lot of time, as he was not quick enough for the other TDs.

After the hill-climb there followed a fairly long road section through Kallaloe, O'Brien's Bridge and Clontara to Six-milebridge near where there was a timed turning test, which was laid out with two pylons placed about eight feet apart in the entrance to a side turning which came in at an angle to the road. The exercise consisted of entering the turning forwards between the pylons crossing a line, reversing out between the pylons then returning through them and repeating the performance in reverse. Colm Hogan was quickest here with his 1½-litre M.G. saloon returning the excellent time of 1 min. 23½ secs., however, only Canty in the Singer saloon of the entire entry managed the whole manoeuvre without touching a pylon, once again making second best time with 1 min. 24 secs. Dick Nash and Val Baker tied for third best time, with 1 min. 26½ secs. and Morrogh in the Anglia was next best with 1 min. 30½ secs.

From Sixmilebridge competitors returned to Limerick via Scright's Cross and results were quickly forthcoming at the Ardhu Hotel. So ended another excellent and really enjoyable Limerick Club event.

H. A. O'BRIEN.

RESULTS

Premier Award: J. O'Mahoney (M.G. TD) + 116 marks; 2, R. J. Nash (M.G. TD) + 110½; 3, H. Morrogh (Ford Anglia) + 109½; 4, A. M. Canty (Singer 9 Saloon) + 108½; 5, V. Baker (Ford Special) + 107½; 6, C. Hogan (M.G. 1½ Saloon) + 100.

ANIMATED ANNIVERSARY

John Melvin's Consistency Wins Chairman's Cup—Good Turn-out of Ladies in Well-Supported S.S.C.C. Anniversary Event

A very fine entry of 81 competitors in cars ranging from ancient family saloons to the Jaguars of Bob Haddow and Mrs. Sheila Whyte and the Le Mans Replica Frazer-Nash of John Melvin came under starter's orders in the Scottish Sporting Car Club's Anniversary Run last Saturday.

Starting from Milngavie's Autoport Garage—yes, that's right, *Autoport*, not the Scottish headquarters of this journal—the event finished up at the Buchanan Arms in Drymen and included five road sections and three driving tests. The road sections took in some roughish and attractive bypaths but were capable of being covered comfortably in the time allowed. That however did not prevent navigators, including yours truly, from getting the clues around their necks and collecting a modicum of penalty marks.

I lost a modest three, but one competitor managed to chalk up the startling total of 47, while J. O. Grieve, in his ancient Bentley, was quite unabashed at losing 12 marks as he had used the time to prospect new and interesting fishing waters.

The first driving test was a simple forward and reverse circle between two pylons. Gray (Green Cover) Mickel was going great guns in his Singer and looked like making the B.T.D. when his Singer jumped a gear and the car's tail slewed to within an ace of the pylons. Correcting cost valuable seconds. Small cars like J. H. C. Welton's M.G. tended to take things lightly, found they just couldn't complete the circle and had to take another cut in reverse which always added to the time. Best time was made by H. C. Ballantine (Riley) in 18.2 seconds with Bill Shepherd (H.R.G.) second in 18.9 and John Melvin (Frazer-Nash) tying for third with D. King (M.G.) in 19.1 seconds.

The second test included getting one's motor rapidly up a short steep slope, turning around amidst a small sea of mud, and back down the slope with the greatest possible rapidity. To add to the general gaiety, line AA was set in the middle of a stream, where sea-boated "Tam" Watson saw that cars toed the line.

A neat performer here was Miss A. Balfour (M.G.) while Willie Miller, motoring in a well-loaded Morris saloon instead of the Torrance Special, found himself taking four cuts to get out of the mud. Best time was made by John Melvin (Frazer-Nash) closely followed by W. G. G. Brand (Healey) and H. C. Stewart (Allard) and it was a very muddy lot of motor-cars which made their way to the final test under the jurisdiction of "Tubby" Smith.

This was a shoot forward and stop sharply between two lines effort in which Bob Haddow and Mrs. Sheila Whyte handled their Jaguars very well indeed. Doc Fulton in his Javelin was notably speedy but the best time was made by Freddie Stang (Humber) now out and about again after his mishap with his vintage Lea-Francis at Turnberry. Once more, however, John Melvin wasn't far away, while Norman Lithgow, having

put his H.R.G. up for the winter, motored his saloon Austin A40 with his usual competence that was equalled by Eric Shancer (Ford) to share sixth place.

From this test the final road section led to the Buchanan Arms and the last check. It was obvious that everyone had enjoyed themselves and that the event was a successful one. It was certainly well marshalled and, considering the entry, there was very little delay either at tests or controls. In fact, the whole event went with commendable smoothness and the following results went up on the board at a very reasonable hour.

A. N. FORD

RESULTS

Chairman's Cup: J. D. L. Melvin (Frazer-Nash), 64.5 marks lost.

2nd Award: W. G. G. Brand (Healey), 66.9

3rd Award: H. H. Taylor (M.G.), 67.8

4th Award: R. M. Anderson (Austin A40), 69.8

Lady's Award: Miss Agnes Balfour (M.G.), 81

M.C.C. "EXETER"

The popular M.C.C. Exeter Trial takes place on 2nd and 3rd January, 1953. Finish will be at the Grand Hotel, Bournemouth, and accommodation can be obtained at a charge of 22s. 6d. for bed and breakfast. A dance has also been laid on. Full details from J. A. Masters, 76 Kinnerton Street, Knightsbridge, London, S.W.1 (Tel.: Sloane 9087).

SURREY SPORTING M.C.

This club for motoring and motor-cycling enthusiasts alike, now in process of formation, will hold a meeting for prospective members at the "Queen's Head", Nutfield, Surrey, on Thursday, 13th November, at 7.30 p.m. All those interested will be welcome.

SOUTHEAST M.C. FILM SHOW

SOUTHEAST M.C. members are holding a Film Show at the Portsmouth Aero Club on Thursday, 20th November, commencing at 8 p.m. The programme will include those excellent Shell films, "Monte Carlo Rally, 1951", "Looking Ahead" (subject, G.P. racing) and "Racing Personalities", plus a De Havilland flying film and a model car-racing feature.

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FYLDE AUTUMN TRIAL

THE Fylde Motor Sports Committee's Autumn Trial was the second one organized by this recently formed four-club combine, and was a night and day event over some 323 miles. The first competitor, J. Curtis in his S.S. Jaguar 100, left the Castle, the headquarters of the Blackpool and Fylde Motor Club, at midnight on Saturday, 25th October.

The competitors, 27 of them, could follow any route they wished to Chester, and then had to follow A41 to Hampton Heath. A cleverly placed, undisclosed passage control shortly after the commencement of A41 caught six competitors, who obviously had not carefully read their route cards. They had to pay the penalty of 25 marks for missing this control. The first time check was at Malpas, and only one competitor failed to be on time here.

Test one came next and was, of course, performed at night. It consisted of a forward, reverse to stop astride Line B and forward again to stop astride Line C, performed at a Y fork. B.T.N. was put up by Bill Holt and his Dellow.

From here we continued to a time check at Pen-y-Bont-Fawr, and although the speed to be maintained was only 24 m.p.h., eight competitors were penalized for being over at this check. Amongst these were Peter Jackson and his very fast Sunbeam-Talbot. It is rumoured that Peter has broken so many motor-cars recently, that he is having to soft pedal it until some of them are repaired.

Test two came next, and this was very well minded by an all-woman crew

who had a large brazier on the go, and who dispensed hot dogs to all with time to dally. This test was a forward, reverse and forward affair, stopping astride Line C. Here again Bill Holt (Dellow) put up the best time, followed very closely by Ken Taylor (Javelin) and then Peter Jackson (Sunbeam-Talbot), H. Day (Vale Special) and P. Gradwell (Riley), who all tied.

Test three came next, and this was a sprint round the hairpin at the bottom of Bwylch-y-Groes. B.T.N. on this test was a tie between the Towse brothers.

Bill in his V8 Special and George in his Dellow, Bill Holt (Dellow) being second fastest, followed by J. Curtis (Jaguar), E. Vanner (Vauxhall Velox) and H. Day (Vale Special), who all tied. The time check at Bwylch-y-Groes caught out five competitors.

From here we went on to Bala, where an excellent breakfast awaited all at the Goat Hotel, at the unearthly hour of 5.45 a.m. on a Sunday morning! There was a huge fire to dry out damp clothes, and the 14 hours halt was made full use of in various ways.

The route then took competitors via Nantglyn to Colwyn Bay, where there was a check at Braid's Garage. From here on to the Tunnel where an undisclosed time check in the Bickerhead side caught no less than 13 competitors for having exceeded the stipulated maximum speed of 37 m.p.h. between Colwyn Bay and the check at the Tunnel. Bill Holt is still kicking himself, as he dropped two extremely

valuable marks which cost him first place in his class.

From here on to the Castle, Blackpool, to the final check and to the *Pari Fermé*, where cars were scrutinized for legal accessories. After lunch the two eliminating tests were held on the Middle Walk of the Blackpool Promenade. The net times of these two tests showed the order of merit to be G. Towse (Dellow) 60.8, G. Greaves (Healey) 61, W. Towse (V8 Special) 62, W. Holt (Dellow) 63.6, H. Day (Vale Special) 63.8.

The times for the three tests held during the night en route were converted into marks, five seconds being one mark. In this way, the results of the trial were arrived at without the use of the elimination tests.

Class 1. Open cars up to 1,500 c.c.

Class 2. Open cars over 1,500 c.c.

Class 3. Closed cars under 1,500 c.c.

Class 4. Closed cars over 1,500 c.c.

As the requisite number of entries in the individual classes 1, 2 and 4, did not reach the stipulated minimum of six, these classes were merged, and therefore the class winners became:

Merged Classes:

1. J. Curtis (Jaguar) 11.76 marks, B and F.M.C. 2. W. Holt (Dellow) 11.84 marks, B and F.M.C.

Class 3:

1. P. Gradwell (Riley) 11.78 marks, South Shore M.C. 2. D. Lord (Javelin) 12.66 marks, B and F.M.C.

Team Award:

South Shore M.C. (P. Gradwell, W. Heywood and L. Childs)

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* * *

WOLSELEY HORNET SPECIAL CLUB MEETINGS

THE London area meeting, which started life in March of this year at the Railway Tavern, Bollo Lane, Chiswick, by kind permission of "mine host", Len Harvey, has proved very suc-

E.N.V. CRASH box. Excellent condition. Removed from 1932 1½-litre Invicta (Blackburn) Bellhousing. Any reasonable offer accepted.—Box 937.

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RON MCKENZIE, 961 Chester Road, Stratford, Nr. Manchester, requires sports-cars, and offers a selection of new and used motor-cycles. Open to 8 p.m., Sun, 5 p.m. Telephone Longford 2100.

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WANTED.—Cooper rack and pinion box with drag links.—C. L. Graham, Maharg, Thornhill, Dumfries-shire.

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WANTED.—1939 Alfa any condition, good or bad. Condition and price to Box 914.

WANTED.—1,100 Flat Engine also twin J.A.P. engine.—St. Williams Garage, St. Williams Way, Thorpe, Norwich. Tel.: 33984.

News from the Clubs—continued**TOMORROW—THE CHELTENHAM**

AN entirely new route, in the Forest of Dean area, has been chosen for the Cheltenham M.C.'s seventh annual Cheltenham Trial, which starts from Court Farm, Littledean, at 9.30 a.m. tomorrow, 8th November. Observed hills and two or more special tests will figure in the 50-mile route, for which route cards will be issued. There are no time checks except at the finish, where a half-hour tolerance on the set average of 15 m.p.h. will be allowed.

The premier award is the "Player Bowl", and other trophies include the C.M.C. Cup, the Horace Poulton Cup, the Ronald Stagg Cup, a special challenge

successful, and with the latter's recent change of hostility the Club has followed suit: in future the meeting will take place at the Derby Arms, Upper Richmond Road, Sheen, London, S.W.14.

Thanks to the efforts of Ron Allen and his able supporters a similar function will now take place in the Birmingham area, commencing on 13th November, at 8 p.m., at the Royal Oak, Stratford Road, Hockley Heath, near Birmingham, and in future on the second Thursday of every month, at the same place and time.

The Club's Second Annual Dinner and Dance will take place on Saturday, 6th December, at the Toby Jug, Tolworth, Kingston By-Pass, between 7.30 and 11 p.m. Tickets 12s. 6d. each.

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